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ALEXANDRA BUILDINGS,

Hongkong, 26th November, 1907.

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Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of the paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

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## The Daily Press.

HONGKONG, NOVEMBER 29TH, 1907.

THOUGH it is usually the young person with neglected hair and careless tie who talks about the Why, Whence, and Whither, most human beings give the matter more than an occasional thought. Our thesis for the moment, not, we trust, overly startling, is that too many do so; that, in short, taking thought is immoral, and study—at least study on such transcendental and impractical lines—is vanity and vexation. This comes as a natural sequel to our two previous efforts, coming, as it were, if the others had not been quite so casual, a sort of trilogy of popularized metaphysics. It is almost banally conventional nowadays for a newspaper to discuss the unknowable, but as Hongkong has not hitherto reached the stage of the Silly Season "Do we believe?" correspondence, we would prefer to ignore it if it were not getting so intrusive in our mail matter. Looking over a collection of translated Arabian adages, we found these:

"All speculative research ends in perplexing uncertainty."

"I sought in the great sea of theoretical learning a bottom on which to stand and found nothing, but one wave dashing me against another."

"After a lifetime of research and learning, I amassed nothing but such phrases as: 'It is sail' or 'They say.'"

"O'er my reason, I am sick of thee! I take a single step and thou movest a whole mile away from me."

"The object sought in abstruse study is either a truth which cannot be known, or a vain thing which it is useless to know."

The intelligent Arab, be it observed, puts no value on what have been aptly called intellectual gymnastics. He reckons not of effort as its own reward. Thought for thought's sake is not in his vocabulary. We are, of course, merely observing another rendering of the verdict of Kholoth, but with the profound pessimism of Ecclesiastes left out; it also ignores the reckless summing up of the nepenthe loving Omar. Could we but trust the charity of the theologians, we would enlist the parable of the lilies in the service of our thesis, but we dread the charge of irrelevance as much as we loathe the thing itself. We may, perhaps, venture to cite the beautiful parable of the garden of Eden, and to point out that the original sin was that of absorbing knowledge of good and evil, of, in fact, taking thought about matters too deep for creatures whose sole duty was to live and be happy in a garden, a pair of innocent animals. The ideas indicated in the fabled phrases, "Back to the land," "Back to Nature," and "The Simple Life," would seem to lead logically to the Age of Innocence. Is the best ideal, the ultimate decision of man when weary of the unsolvable problem, to be as the lilies that toil not, or as the beasts of the field, which WHITMAN envies because they do not lie awake at night bemoaning their sins? "Oh, but," interjects the decent man, persuaded that he is worthy of nobler classification than the animal kingdom, that he has a destiny, something to do, perhaps even "to leave the world better than he found it."

"Oh, but, come now. What are our brains for?" Then will follow one of his self-evident propositions—these being such a comfort, as they save thinking—that life would not be "worth living" if we were no more than the beasts that perish. As our thesis is that thinking is immoral, we will not request that thoughtful consideration be given to that self-evident truth. Thought about the happiness of duty and the duty of happiness is apt, anyway, to be of the "regressive ad infinitum" order, and the science of epistemology makes men mad. We have thought of an answer to the decent man's poser, however, "what are our brains for?" We cannot presume to advocate it seriously, especially after defining our thesis; but because analogies are lovable, and because it is an idea, a brand new and original idea, so far as we know, we advance it for inspection by those who are not afraid to dandle even ugly babies of the mind. Man's brains discovered the syllogism. By that syllogism is man lifted above the beasts of the field. Sir OLIVER LONG would tell you so. Our new idea for a possible answer is this: in my opinion the phenomenon of abstract thought is the colour of the flower of what somebody—KIPPLING, wasn't it?—called the man plant? Botanists inform us that the flower is merely an outcome of a gradual metamorphosis of the foliage lower down, that floral leaves are the result of a degeneration in the quality of the sap. In any case, it is not admitted that the "lower animals" are not efflorescent also; but assuming that the genus homo does monopolize thought, is it necessarily progress? May it not be due to degeneration? This would fit our thesis beautifully, and the underlying homology of all plant foliar organs would, by analogy, do the Socialist trick of levelling us down with the jungle folk. Alas! already the analogy betrays us and our ridiculous thesis, for most people love flowers, and the botanists have taught us their use in the world. So, there we are just where we began, at the mercy of the dogmatists—one wave dashing us against another. At least, with flickering courage we may persist that this futile excursion has to some extent warranted the thesis. After this, we will be as wise as the Arabs, and, leaving vain abstractions, stick to more material matters, such as the awakening of China.

The following items appear in Volunteer orders:—Joined.—Mr. G. Marshall rejoined the Troop on the 20th instant, assigned Troop No. 52 and posted to the Troop. Mr. M. E. McIntyre joined the Corps on the 20th instant, assigned Corps No. 1005 and posted to the Right Half No. 1 Coy. Resigned.—Superior H. S. Hall is permitted to resign on leaving the Colony with effect from the 21st instant.

Professor Korn, of Munich, on October 28 achieved a great triumph in transmitting photographs by telegraph. The photograph of the Kaiser was first sent from Berlin to Paris, a distance of 800 miles, and then the photograph of President Fallières was reproduced from Paris. In both cases the likeness was perfect, and the time taken was ten minutes. The photographs of several other persons were afterwards transmitted.

Experiments are being made with the object of utilizing the Eiffel Tower as a novel form of clock, by means of an electrical apparatus which flashes enormous illuminated figures from the second platform so as to be visible over the greater part of Paris and even the suburbs, says the "Morning Post's" correspondent. The figures change every minute, and when the apparatus is in perfect working order Parisians will be able to read a concise announcement of the time as soon as dusk falls.

An old offender made his appearance before Mr. F. A. Hazland at the Police Court yesterday, charged with obtaining a quantity of rice, sausages and cigars by false pretences. The defendant was recognized as a prisoner who had served two years and six months for forgery, and another term of five years for assaulting Mr. Craig, the resident Superintendent of Victoria Jail. Mr. O. D. Thompson appeared on his behalf, and the hearing was remanded. When the defendant is again placed before the Court he will have to answer a second charge—returning from banishment.

As noted recently in our column, there has just been published a book called "Where to Look: An Easy Guide to Works of Reference." This, as its title shows, is an index to works of reference like "Whitaker's Almanack" and "Hazard's Annual," and two or three hundred others. In connection with this, the following human document—remarkable alike for its pathos and its unconscious humour—is as interesting as it is genuine; it is given, with the exception of the full address, and the signa ure, exactly as it was received by the publishers:—"Oct. 2 at 1907. To Sir Isaac Pitman. Please send me the new reference book just issued the title Where to look has my husband is missing I want to find his whereabouts. From yours truly,"

Rarely is a big merchant steamer chartered for a pleasure trip, and turned into a floating palace. That, however, is to be the fate of the "Muscovite," a handsome-built vessel of nearly 8,000 tons, whose business it has hitherto been to run between Rotterdam and Galveston. She has been chartered by Colonel R. M. Thompson, financier, retired naval officer, and lawyer, of New York, for a round-the-world cruise. The vessel is to be provided with a ball-room, 19,000 ft. long and 50 ft. wide, decorated in white enamel and gold, and to have fifteen state-rooms, each comprising a sitting room, bed-room, with brass bedstead, and bath-room. Electric light, telephones, and refrigerating plant form part of the equipment, which is to be luxurious throughout.

Japan has just put into the water what is the largest merchant steamer ever constructed on the Pacific, and the largest turbine-driven passenger steamer built outside Great Britain. The vessel is a triple-screw boat of 13,000 tons, and she is the first of three ships to be built at the Mitsui Bishi dockyard at Nagasaki for the Toyo Kisen Kaisha (Oriental Steamship Company) for its services between China, Japan, and San Francisco. The new steamer, which is expected to do nineteen knots with about 17,000 indicated horsepower, has had her turbines constructed by the Parsons Company, Westland-on-Sea, who are also to supply engines for the second ship. The Mitsui Bishi Works have, however, been making preparations for the construction under license of Parsons' turbines, and the third steamer, as well as another vessel of 13,000 tons, will be supplied with turbines of their own construction.

The municipal elections in Glasgow this year are creating exceptional interest in view of the fact that one of numerous Socialist candidates is Mr. James A. Allan, of the Allan line steamships, and a millionaire. He had not previously taken any part in public affairs, and beyond commercial circles he was unknown, except as a wealthy man with somewhat advanced views. Mr. Allan, who is only forty-five, and who drives from his mansion to his meetings in a splendid motor-car, has the support of all the Socialist bodies, whose members describe him as a "comrade," but he is not making much progress with the electors. He says that he is willing to hand over his property to the nation as soon as the State is organized to receive it, and when asked why he did not practise Socialism, he said that it was impossible for any one to practise it by himself, as Socialism necessarily implied a fundamental change in the social system. The Glasgow Trades Council has refused to connote Mr. Allan's candidature.

A Glasgow correspondent writes that the state of affairs which has existed for a number of years in regard to British interests in Chinese railways, and has caused grave apprehension in Britain is still the subject of inquiry and consideration by the British and Chinese Governments. It is eminently necessary that a financial settlement should be arrived at, and until it is, intending investors in all new issues will naturally be apprehensive, and will demand that in any British prospectus for Imperial Chinese Government railway loans it shall be explicitly stated when and where this proposed unconditional guarantee of that Government begins to run for the full face value, and they will also expect evidence that existing railway debts have been fully discharged to the satisfaction of all parties interested, both Chinese and British. He thinks it very desirable that His Majesty's Foreign Minister should do his utmost to bring to a satisfactory issue the negotiations which have been going on for so many months.

In American official circles Mr. Cortelyou, the Secretary to the United States Treasury, upon whose action so much now depends, used to be known as the ideal private secretary. For many years he was an ordinary shorthand writer, but President McKinley discovered that there was a good deal more in him than stenography, and for many years he has been the power behind the throne, and very often the real ruler of the United States. Mr. Cortelyou's rise is the most remarkable because it was due to sheer natural ability. He had neither money nor influence, and if he had any political opinions he kept them to himself. He is a little dark, quiet man, whose chief characteristic strikes a stranger as being a capacity for holding his tongue. It is no small credit to the United States that a man who is no orator, and has nothing but conspicuous honesty and ability to recommend him, should at forty-five be holding one of the highest offices in the State.

America is enjoying unexampled prosperity. Business is good; the farmers have plenty of money; the railroads are thriving; the manufacturers are full of orders; the merchants are enjoying brisk trade, and yet lack of confidence in the industrial and financial pilots brings disaster. This perplexing and amazing phase of the situation is giving colour to the severe attacks on the President's policy of what its opponents term "rejecting the Courts and going on the stump for legal justice." That this policy has played a part in bringing down alike just and unjust is true, and should industrial troubles spread and large numbers of workmen be discharged, we may look for a reaction. Mr. Davies, ex-comptroller of Currency and President of the Chicago Central Trust Company, made a severe attack before the Trust Conference, on the policy of "pointing to the hole in the sidewalk and declaring that the whole town is going to fall through." He further declared that appeals to passion and prejudice were largely responsible for the present state of the country. The speech evoked the conference, and Mr. Davies stated that the worst abused men were those who were now making heroic efforts in New York to save the nation from further disaster was loudly cheered.

At the opening of the Prussian Diet, the speech from the throne announces a less favourable financial situation, and a deficit is anticipated in consequence of the large increase for railway expenditure.

The Russian Government pays the Vickers-Maxim Co. £400,000 for the plans of 20,000 tons battleships, with a speed of 20 knots, to be constructed in Russia.

SMALLER INDIAN ARMY. LORD KITCHENER OPPOSED TO OFFICIAL "ECONOMY."

We understand that the question of the strength of the Army in India will soon come under discussion by the Cabinet. The ratification of the treaty with Russia has led to a belief that some further reduction in the land forces is possible, thereby saving another considerable sum on the Estimates. It is well known that Lord Kitchener considers that in the new circumstances in India the British garrison should be increased in order that certain districts may be garrisoned without interfering with the scheme of distribution as devised for war. Any proposal from the home authorities towards reduction would, therefore, produce a sharp conflict of opinion.

At the present moment great difficulty is being experienced in finding the drafts for India to keep the present force at an adequate strength. India is also to be asked to pay £2,000,000 additional towards the cost of the British garrison. It is regarded as in every way likely that the discussion of military measures in India will once more become acute if the Government proceed for a reduction in the force, coupled with a demand for increased payment.

## CORRESPONDENCE. A RAISON D'ETRE.

[TO THE EDITOR OF THE "DAILY PRESS."]

HONGKONG 28th November.

Sir,—In the article published in your to-day's issue under the heading of "A Newspaper Hoax," I noticed the words *Pedro Blanco*, which is an individual name in Spanish, equivalent to Peter White, whereas the real name of the boat which was originally given by the Portuguese is *Pedra Branca* (white rock). Although *Pedro Blanco* is seen in most of the maps or charts, yet it is a mistake or rather a corruption of *Pedra Branca*. Perhaps with this explanation the Admiralty might see their way to correcting this mistake in their future charts, and the attention of schoolmasters is also called for in their geography classes.

Thanking you for the insertion of the above—

I am, Dear Sir, Yours faithfully,

CORRECTUS EST.

A POLICEMAN'S ERROR.

[TO THE EDITOR OF THE "DAILY PRESS."]

Sir,—With reference to that rather remarkable communication—"Captain" seems to be suffering from liver, and if an Army Captain, should immediately consult the P.M.O. with a view to being invalided! As to the poor policeman, I dare say, he in his daily routine has some other duties to look after besides dodging richa coolies. In fact, I don't quite see how the Police Force could be expected to dodge out of the way of every frowzy richa coolie who came in their path and at the same time uphold the dignity of the law in a becoming manner.

Yours truly,

ARISTOPHANES.

## FITTING PUNISHMENT.

A native appeared before Mr. C. D. Malbourne at the Police Court yesterday charged with snatching a bag from a small girl in Second Street, West Point. The girl, who carried her little brother on her back, was walking along the street when two men approached her from behind. One caught her by the arm and a gold mounted rattan bangle from her wrist, passing the bangle to a second man who ran away. The first man then proceeded leisurely on his way, but the robbery had been witnessed, and he had not gone far when a detaining hand was laid on his shoulder, and he was handed over to the police. At the station he indignantly denied the charge, remarking that if he had done such a thing he would have run away immediately. On hearing the evidence, however, his Worship was satisfied that the charge was proved, and as the defendant had three previous convictions he sentenced him to six weeks' imprisonment with hard labour; ordered that he be exposed in the stocks for four hours and that he receive two whippings, twelve strokes each, during his incarceration.

## THE AUSTRALIAN PARLIAMENT.

"The British Australasian" gives us the following pleasant interchange of compliments which, it says, took place between Sir John Forrest and Mr. Maloney in the Commonwealth House of Representatives:—

Sir John Forrest: You are a sounder.

Mr. Maloney: You are a liar.

Sir John Forrest: You have fawned on me since that.

Mr. Maloney: You are a contemptible cur.

Sir John Forrest: You are a "thing."

Mr. Maloney: I will not be called a "thing." I must ask the Chairman to compel you to withdraw.

Sir John Forrest: I will make you withdraw from the House.

Mr. Maloney: You are a dirty cur.

Sir John Forrest: You are a whelp.

The Chairman here intervened.

## TELEGRAMS.

[REUTERS' SERVICE.]

## THE FRENCH IN AFRICA.

LONDON, November 26th.

The French lost 8 killed in the Benin attack. Fighting was renewed yesterday, and the troops are pursuing the tribesmen to the mountains.

## BAD WEATHER IN ENGLAND.

LONDON, November 26th.

Heavy snowstorms have occurred in the North Midlands, and a whirlwind in East Kent has severely damaged the farm buildings and orchards.

## GERMANY.

LONDON, November 26th.

At the opening of the Prussian Diet, the speech from the throne announces a less favourable financial situation, and a deficit is anticipated in consequence of the large increase for railway expenditure.

## THE RUSSIAN NAVY.

LONDON, November 26th.

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## SMALLER INDIAN ARMY.

LORD KITCHENER OPPOSED TO OFFICIAL "ECONOMY."

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## FOGLESS LONDON.

NOVEL SCHEME OF AIR CANNON.

A scheme to disperse fogs by currents of air, shot over London from "projectors" six miles away, has been laid before the Public Control Committee of the London County Council, and M. Domestico Moggiore, the inventor, is ready to start experiments.

Mr. Moggiore says his apparatus has already been subjected to severe tests at Milan, Italy, where fogs, clouds, and hailstorms were quickly dissipated. With his projectors, or "air cannon," placed within a radius of six miles from the Houses of Parliament, he says he will clear away the worst fog in London within twenty minutes. The theory is that the fog hangs over London simply because there are no air currents to carry it away," said M. Moggiore to a "Daily Mail" representative. "Now, my projectors, acting like cannon, furnish the necessary currents of air."

Each projector is about 60 ft. long. An explosion is caused as in a cannon, and the concussion has an effect for six miles. Thus, if ten or more of these were ranged over London from different directions, the fog would be lifted immediately to an altitude where the wind would blow it away.

After the apparatus was permanently installed the cost would be 75,000 for each explosion, and twenty explosions would rid the metropolis of its densest fog. The cost for original construction would be £600.

"I am confident," said M. Moggiore, "that my experiments will demonstrate the practicability of a fogless London."

"The suggestion is no more incredible than wireless telegraphy," said an official. "Who knows but in a short time we shall have a Department for Control of Fog and Rain with experts to regulate the proper proportions of sunshine and cloudy weather?"

## BILLIARDS.

MR. E. H. HINDS V. MR. MELBOURNE INMAN.

Mr. Melbourne Inman, one of the foremost players of English billiards, who arrived in the Colony on Monday from Australia, played two exhibition games of billiards at the Hongkong Club last evening, his opponent being the champion local player, Mr. E. H. Hinds. One game was played before and the other after dinner.

In the game before dinner, Mr. Inman conceded Mr. Hinds 600 in the game of 1000, and the latter ran out while the visitor's score stood at 802. The game lasted about a hour and a half. Mr. Inman's highest breaks were 92, 77, 58, 44, and 32; the highest made by Mr. Hinds was 47; his next highest 27—not so good as in the game he played at the Club with Stevenson, the English Champion, recently, but on the whole he played an excellent game.

In the game after dinner Mr. Inman allowed Mr. Hinds only 500. The local player brought his score up to 984 before he was overtaken by Mr. Inman, who ran out with an unfinished break of 49. The best breaks made by Mr. Inman were 130, 93, 72, 71 and 61. The best break made by Mr. Hinds was 73; his next best 57.

Saturday (to-morrow) being St. Andrew's day, there will be Holy Communion at St. Andrews Church, Kowloon, at 8 a.m.

## SUPREME COURT.

Thursday, November 28th.

IN BANKRUPTCY.

Before MR. A. G. WISE (Acting Chief Justice).

## FAILURE OF AN AGENT.

Mr. M. J. D. Stephens applied for a receiving order in the estate of J. C. Logan, who carried on business as an agent on the harbor. The assets, according to the affidavit filed were:—steam launch, \$8,000, stock in trade, \$3,000, furniture \$300, and debts due \$5,200, a total of \$14,500; while the liabilities amounted to \$15,500, or thereabouts. Mr. Stephens asked that a manager to the estate be appointed under the direction of the Official Receiver. The debtor's business was a harbour one and was still running. Unless a manager was appointed, what might be gained would be lost to the creditors. He suggested that Mr. Hurley, who knew the business and had kept the debtor's accounts for some years, might be appointed.

His Lordship—What, the washing man? Mr. Stephens—Mr. Hurley, Your Lordship. His Lordship—I think you had better interview the Official Receiver on that point. Mr. Kemp—I have not heard of this application before.

His Lordship (to Mr. Stephens)—You had better see Mr. Kemp and then make your application. The receiving order was granted. PUBLIC EXAMINATION. The adjourned examination of Lam Pak-lung, the debtor, was continued by Mr. Kemp. According to the assessment debtor's property was valued at \$24,000 but it was put down in the bankruptcy as \$15,000. Witness agreed to pay debtor \$3,000 in respect of eight houses in High Street. Lam Pak-lung owed him \$15,000 at that time.

And you paid him \$300, why?—To buy him out of the Hop Yick.

If you had not paid the \$300 into Court the receiving order would not have been made?—I don't know anything about that.

The firm also had two pile driving machines valued at \$4000; did you agree to pay him one-fifth share in them?—They were entered in the shop book.

So were the houses?—There were land deeds for the shops with signatures.

The houses were in your name?—They were in the Hop Yick's name.

His Lordship—Did you pay anything for the pile drivers?—He drew money from the shop.

Mr. Kemp—Your brother drew \$15,000 from the shop; did you repay that?—No.

Why did you say you did. In the affidavit you state he owed you \$10,000 which you had repaid to the Hop Yick?—I had to acknowledge the debts of the Hop Yick.

The further hearing was adjourned.

## MINISTER'S DISHONEST SERVANTS.

The Rev. C. Bone has a cook, a houseboy, and a coolie in his employ, and they all reside at his house. On Tuesday evening three friends called to see the houseboy and the coolie, and stayed in their quarters for the night. The evening's conversation, apparently, drifted round to the subject of how to get rich quickly, for before they retired to rest the quietest had agreed to rob the reverend gentleman's cook and to share the spoils. At about five o'clock next morning, when the cook had left for the market, the five rogues procured a pair of pinners from an out-house, smashed the lock which secured the cook's door, broke open his boxes and stole clothing to the value of \$40 and \$139.50 in money. Sometime after this, Mr. Bone, thinking that the "boy" had forgotten the morning tea, went in search of him, and found both houseboy and coolie bound and gagged in the stable. He immediately sent for the Police, and mounted guard over the pair until Sergeant Lee arrived. After making the necessary inquiries the sergeant became suspicious of the bound men. Approaching the "boy" he shook his hands and the rope that bound them fell away. Then he tried the stability of the gag, but as soon as he worked the "boy's" jaw the gag fell round his neck. The same thing happened in the case of the coolie, so the sergeant arrested both men and took them to the station. There they were charged with burglary, and both denied all knowledge of the affair. Finally, however, they told their story and "poached" on their accomplices. Police were then despatched to Yau-mai where the other three men had gone, most of the property was recovered at a house in Mongkok, and the thieves were arrested in a brothel at Temple Street. The five men were charged before Mr. F. A. Hazland at the Police Court yesterday, and after hearing the evidence his Worship sentenced each to six weeks' imprisonment with hard labour and six hours' stock.

## WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—

On the 28th at 12.05 p.m.—The barometer has risen slightly on the China coast and over the Loochoos, and fallen over E. Japan and the Bonins.

The anticyclone area is still central over the continent to the North of the Upper Yangtze, and pressure is relatively low over the Philippines and the S. part of the China Sea. Strong to heavy monsoon may be expected in the Formosa Channel and the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Hongkong & Neighbourhood { Fresh or strong; fair.

Formosa Channel { N.E. winds; strong to gale.

South coast of China between { Same as No. 1.

Hongkong and Lamook. { N. winds, strong to gale.

South coast of China between { N. winds, strong to gale.

Hongkong and Hainan. { N. winds, strong to gale.



## HONGKONG LEGISLATIVE COUNCIL.

A meeting of the Hongkong Legislative Council was held on the 28th instant in the Council Chamber.

## PRESENT:

HIS EXCELLENCY THE GOVERNOR, SIR FREDERICK JOHN DEALTRY LUGARD, K.C.M.G., C.B., D.S.O.  
His Excellency Colonel C. H. Darling, General Officer Commanding the Troops.  
Hon. Mr. F. H. MAY (Colonial Secretary).  
Hon. Mr. W. REES DAVIES (Attorney-General).  
Hon. Mr. A. M. THOMSON (Colonial Treasurer).  
Hon. Mr. W. CHATHAM, C.M.G. (Director of Public Works).  
Hon. Mr. A. W. BREWIN (Registrar General).  
Hon. Commander Basil R. H. TAYLOR, R.N. (Harbour Master).  
Hon. Dr. Ho Kai, M.B., C.M., C.M.G.  
Hon. Mr. H. E. POLLOCK, K.C.  
Hon. Mr. E. A. HEWITT.  
Hon. Mr. H. K. KERRICK.  
Hon. Mr. G. W. YOUNG.  
Hon. Mr. G. M. FLETCHER (Clerk of Councils).

The minutes of the previous meeting were read, and confirmed.

## PAPERS.

The COLONIAL SECRETARY, by command of His Excellency the Governor, laid on the table the following papers:—Report of the Examiners of Queen's College for the year 1906-07; Despatch from the Secretary of State for the Colonies relating to the services of the Sanitary Commission; Report of the Director of Public Works for the year 1906.

## FINANCIAL MINUTES.

The COLONIAL SECRETARY, by command of His Excellency the Governor, laid on the table Financial minutes Nos. 50 to 62, and moved that they be referred to the Finance Committee. In doing so he said:—Numbers 61 and 62 were not printed in time to circulate to hon. members, but they are comparatively small items and I shall be able to explain them in the Finance Committee.

The COLONIAL TREASURER seconded, and the motion was agreed to.

## FINANCIAL.

The COLONIAL SECRETARY, by command of His Excellency the Governor, laid on the table Report of the Finance Committee, No. 10, and moved its adoption.

The COLONIAL TREASURER seconded, and the motion was agreed to.

## CLEANLINESS AND VENTILATION BY-LAWS.

The COLONIAL SECRETARY—I notice Sir, with regret, that the wrong bye-law has been printed and circulated, and would ask that this item stand over till next meeting.

## MEMBERS AGREED.

## THE COMPANIES ORDINANCE.

The ATTORNEY-GENERAL—Sir, With reference to the Bill to amend the Law relating to Companies, it will be within the recollection of the Council that the Committee stage was adjourned to enable the Government to consider a point raised by the hon. gentleman opposite in regard to the Bill. Now, Sir, I have had opportunity to consider the point raised by the hon. gentleman carefully, and the conclusion at which I arrived is that the objections which he raised are remote. The issue of a licence for an extra colonial register is discretionary to the Governor-in-Council, and is an annual one. Whilst transfer fees are payable by shareholders, the company under the Ordinance has to pay the licence fee for the benefit of shareholders, and it is to be presumed the company would not go to the expense unless it had a sufficient number of shareholders interested to make it practical for the company to ask for a licence. The hon. gentleman, it seems, is under a misapprehension, supposing that the power of obtaining an extra colonial register is in the individual shareholders. This right is inherent in the company itself; the licence fee is an annual one, and should be a source of revenue. I may, however, Sir, point out that in order to make the position clear, and in order to show that the object of the Bill is to give to companies whose main business is carried on elsewhere the right of carrying on a local register, I propose to ask the committee to allow me to insert a proviso to the first section, sub-section 4, to the effect that such licences will satisfy the Governor-in-Council that the principal part of the business is carried on at or near the place where it desires to keep the register. That will meet the hon. gentleman. As I have said, the discretion is in the Governor-in-Council, that discretion will be exercised with caution, and if that proviso is inserted a licence will be granted only where it is sought to establish a local register. I trust, Sir, that that amendment will make our position even clearer, and will be satisfactory to the hon. gentleman. There are, I may say, certain other amendments more or less of a formal character which I will ask the committee to insert in the Bill. I had an opportunity of conferring with the hon. and learned gentleman on my left, and he had certain proposals to make which clear up certain ambiguities which appear on the face of the Bill. There are also one or two minor amendments which I propose to ask the committee to insert. I move, Sir, that the Council resolve itself into committee.

Council went into Committee and considered the Bill clause by clause. Certain amendments were made, and the title of the Bill was altered to read "An Ordinance to authorise Companies registered under the Companies Ordinance, 1885, to keep local registers of their members outside the Colony."

On Council resuming the ATTORNEY-GENERAL reported that the Bill had passed through committee, and moved that it be read a third time.

Hon. Mr. KERRICK seconded, and the motion was agreed to.

The Bill was then read a third time, passed, and became law.

## THE NOTARIES PUBLIC ORDINANCE.

The ATTORNEY-GENERAL—Sir, With reference to the Bill relating to Notaries Public that has engaged the attention of the Council, I am instructed to state that the Bill introduced is an uncontroversial one, and in view of the objections that have been raised to its enactment it is not proposed to proceed with it at present.

HIS EXCELLENCY—Council stands adjourned until this day fortnight.

## FINANCE COMMITTEE.

A meeting of the Finance Committee was then held—the COLONIAL SECRETARY presiding. The following votes were passed:

## SANITARY.

The Governor recommended the Council to vote a sum of Three hundred Dollars (\$300) in aid of the vote, Sanitary Department, Sanitary Staff, Other Charges, Cemeteries, Incidental Expenses.

## PUBLIC WORKS.

The Governor recommended the Council to vote a sum of one hundred and four thousand and fifty dollars (\$104,500) in aid of the vote, Public Works, Recurrent, and Public Works Extraordinary, for the following items:—

## PUBLIC WORKS, RECURRENT.

**Buildings.**  
1 Maintenance of Buildings \$8,000  
**Communications.**  
4 Maintenance of Roads and Bridges in City 1,000  
5 Maintenance of Roads and Bridges outside City 2,500  
8 Maintenance of Telegraphs 4,500  
**Drainage.**  
10 Maintenance of Sewers, Nullahs, &c. 4,500  
**Lighting.**  
13 Gas Lighting, Kowloon 350  
**Miscellaneous.**  
16 Maintenance of Public Cemetery 400  
19 Miscellaneous Services 1,000  
20 Typhoon and Rainstorm Damages 66,800  
**Water Works.**  
23 Maintenance of Shaukiwan 250  
25 Maintenance of Lai Chi Kok 400

Total, ... \$89,700

## PUBLIC WORKS, EXTRAORDINARY.

**Drainage.**  
14 Training Nullahs 4,000  
**Miscellaneous.**  
22 Miscellaneous Works 7,000  
**Water Works.**  
23 Miscellaneous Water Works 550  
Insanitary Property Resumption 2,800

Total, ... \$104,050

Hon. Mr. POLLOCK—I would like some information about the insanitary property resumption, \$2800.

The DIRECTOR OF PUBLIC WORKS—That, Sir, is to enable the Li Lung-Lai to be completed.

Hon. Mr. POLLOCK—I would also like to know where the nullahs are that have been trained?

The DIRECTOR OF PUBLIC WORKS—One, Sir, is at Happy Valley, an extension of the nullah beyond the enclosure of the grandstand. Two others are in Wanabai, and the rest are in the section lying east of Albany nullah.

The CHAIRMAN—The particular causes of this excess, I think, are the draining of the swamp near the Military Hospital; the substitution of stone paving for concrete on Bowen Road; inverted nullahs and various miscellaneous works.

## MEDICAL DEPARTMENT.

The Governor recommended the Council to vote a sum of Three hundred Dollars (\$300) in aid of the vote, Medical Department, B.—Hospitals and Asylums, Infectious Hospitals, Hospital Hulk, Hygiene, Other Charges, Provisions, &c.

The Governor recommended the Council to vote a sum of One thousand four hundred and eighty-two Dollars (\$1,482) in aid of the vote, Medical Department, B.—Hospitals and Asylums, Infectious Hospitals, Hospital Hulk, Hygiene, Other Charges, Provisions, &c.

The Governor recommended the Council to vote a sum of Four hundred and fifty-six Dollars (\$456) in aid of the vote, Medical Department, A.—Staff, Other Charges, Health Officer of Port, Repairs to Launch.

## POLICE AND PRISON VOTES.

The Governor recommended the Council to vote a sum of Three hundred and forty-three Dollars (\$343) in aid of the vote, Police and Prison Department, A.—Police, Other Charges, Street Services.

The Governor recommended the Council to vote a sum of Two hundred and ninety Dollars (\$290) in aid of the vote, Police and Prison Department, B.—Fire Brigade, Other Charges, Typhoon Damages.

The Governor recommended the Council to vote a sum of Twenty-five Dollars (\$25) in aid of the vote, Police and Prison Department, C.—Prison, Other Charges, Executioner's Fees, and Allowances for inflicting Corporal Punishment.

## COMMUNICATIONS AND NEW ROADS.

The Governor recommended the Council to vote a sum of Four thousand one hundred and eighty-four Dollars (\$4,184) in aid of the vote, Public Works, Extraordinary, Communications, New Roads in New Territories.

## BOTANICAL AND FORESTRY DEPARTMENT.

The Governor recommended the Council to vote a sum of One thousand Dollars (\$1,000) in aid of the vote, Botanical and Forestry Department, Other Charges, Forestry in New Territories.

## HARBOUR MASTER'S DEPARTMENT.

The Governor recommended the Council to vote a sum of Two hundred and eighty Dollars (\$280) in aid of the vote, Harbour Master's Department, Other Charges, Other Charges, Electric Fans and Light.

## CONVEYANCE AND TRANSPORT.

The Governor recommended the Council to vote a sum of One thousand one hundred Dollars (\$1,100) in aid of the vote, Police and Prison Department, A.—Police, Other Charges, for the following items:—

## CONVEYANCE OF POLICE, PRISONERS AND TRANSPORT.

Transport ... \$850  
Incidental Expenses ... 250  
Total ... \$1,100

## COLONIAL SECRETARY'S DEPARTMENT.

The Governor recommended the Council to vote a sum of Five hundred Dollars (\$500) in aid of the vote, Colonial Secretary's Department and Legislature, Other Charges, Incidental Expenses.

## SERVICES OF THE SANITARY COMMISSIONERS.

The following letter from the Secretary of State was laid before the Legislative Council yesterday, by command of His Excellency the Governor.

Downing Street,  
18th October, 1907.

Sir,—In the absence of your predecessor, the Officer Administering the Government submitted to me the Report of the Commission appointed to consider the administration of the Sanitary Regulations of Hongkong.

Certain questions arising out of the Commission's Report have already formed the subject of references to me, and I have no doubt that other matters discussed by them are now engaging your attention. In the meantime, I take this opportunity of requesting that you will express to the members of the Commission my appreciation of the careful and thorough manner in which they conducted what was evidently a difficult and laborious investigation.

I have, &c.,  
ELGIN.

Governor, Sir F. D. LUGARD, K.C.M.G., C.B., D.S.O., &c., &c.

## A COUNT'S ADVENTURES IN HONGKONG.

Count Schwarzen came ashore on Wednesday evening to see some friends. Just before midnight he strolled on to Pedder's Wharf with the object of returning to his ship. Halling Constable Bond, who was on duty there, he ordered him to procure a sampan. The constable called one of the night boats, but it did not come immediately. When some five minutes had elapsed and the sampan had not run alongside, the Count again approached the policeman, and in an insulting manner asked the constable what he meant by keeping him waiting so long, at the same time calling him a "—English swine." Such abusive language was sufficient to justify the constable in arresting even a Count, and he decided to take the foreign notability to the Police Station.

When Policeman Bond attempted the arrest, however, the Count struck him across the head with his walking stick, told him he was an officer in a cavalry regiment, and said if he had his sword with him he would cut the constable in two. "Fancy you, a common policeman, daring to put your hands on me," the Count was proceeding, when he again found himself in the constable's grip, and being hustled along the wharf in a very undignified manner. Bond got his prisoner as far as the Hongkong Hotel, where the Count made another blow at him with his stick, and tried to trip him. In the struggle both men fell, but the constable was the more active, relieved the nobleman of his stick, and getting a good grip on him raised the Count to his feet and again proceeded on the journey to the Central Station. There was another delay at the Post Office, for the Count, being tired after his exertions, absolutely refused to walk another step. The constable procured a chair, placed him in it, and eventually landed the irascible Count in the charge room at the Central Station. Sergeant Hedge, who was on duty there, took the charge against him, and told him he would be allowed out on \$5 bail. The Count was willing to put up the bail provided the sergeant would give him a stamped receipt for the amount, but the latter courteously informed him that the Government were not in the habit of supplying stamped receipts, or unstamped receipts, in such instances. As the Count refused to pay the bail money he was put in a cell for the night. When the door of the prison closed behind him and the Count had been left to his reflections for awhile, he began to realize that a cell was not a very pleasant place. He had blankets, and could if he wished make use of the regulation pillow; but there were no other comforts, and the cell was pitch dark. Calling the sergeant he demanded a soft pillow and a light, but needless to say, got neither. Early next morning when a constable went to see him he was very much depressed, and was quite willing to go out on bail without taking a stamped receipt. "Fancy me being in a Chinese cell all night," he remarked, and then called for coffee, and appeared very much surprised on being told that it was not kept in stock for prisoners. The sergeant explained to him that if he had behaved himself on the previous night he would have been allowed out on bail of \$5, and could have spent the night in more comfortable quarters. As it was, he would have to pay \$25 bail to be immediately released. The Count was not long in handing over the money, then, turning to a constable, he ordered him to go and call a chair. The constable did not go, but told him where one could be obtained. The Count lost no time in getting away from the Station, and failed to appear before Mr. Melhorne at the Police Court yesterday. His bail of \$25 was forfeited.

Mr. Hubert Wales, author of "Mr. and Mrs. Villiers," and "The Yoke," two novels that were responsible for some differences of opinion among the critics and some heated language, has written a new novel called "Cynthia in the Wilderness," to be shortly published by Mr. John Long. The title alone might lead the reader to expect an ordinary story. In point of fact "Cynthia in the Wilderness," completes the trilogy of novels on a certain aspect of marriage relations which was commenced in "Mr. and Mrs. Villiers" and continued in "The Yoke." As before, a delicate subject is treated with proper respect and decorum.

Mr. Hubert Wales is a writer of marked individuality who has something to say; and readers whose views run counter to those expressed in the book must recognize that he is among the few novelists whose work really matters.

## THE OPIUM AGITATION.

A conference arranged by the Society for the Suppression of the Opium Trade was held on October 29th at Devonshire-house, Bishopsgate-street. The Rev. E. J. Dukes presided, and the attendance included a number of Christian missionaries to China and the Malay Peninsula. Mr. J. G. Alexander moved a resolution congratulating the Government on the policy they have announced of suppressing the opium trade, but recording the opinion that termination of British share in this immoral trade ought not to be made conditional upon the action of the Chinese Government, and that the prolongation of British participation in it for a further period of nine years is unjustifiable. The resolution further declared that the loss of Indian revenue involved in the shortening of the term ought not to be borne by the Indian people, but that temporary assistance should be given from the British Exchequer. The Rev. Professor Caldecott, chairman of the Church Anti-Opium Committee, said that the committee, of which the Archbishop of Canterbury is president, had written to the Foreign Office inquiring what steps had been taken since the announcement made in Parliament on this subject. The following reply, dated October 25 and had been received:—"Sir, I am directed by the Secretary, Sir Edward Grey, to acknowledge the receipt of your letter of the 22nd inst. on the subject of the Indo-Chinese opium trade. With regard to your first question, I am to inform you that no definite proposal has been made by the Chinese Government with regard to the cessation of the duties on opium. In reply to your second question, I am to state that His Majesty's Government are doing their best to second the efforts of the Chinese Government to restrict the trade. I take this opportunity to call your attention to a telegram from Shanghai, which appeared in *The Times* of the 13rd inst. under the heading of 'The Chinese Opium Trade,' in which it is stated that the Shanghai Municipal Council have already ceased to issue fresh opium licenses, and are restricting renewals gradually with a view to their complete cessation simultaneously with the complete suppression of the opium trade throughout the Empire by the end of ten years. Although the reports received from different districts through His Majesty's Minister at Peking are by no means uniformly satisfactory, they tend to show that local authorities in various provinces are endeavouring to enforce the regulations under the Edicts. Sir E. Grey regrets that at present it is impossible to make any more definite statement. I am, Sir, yours, &c., F. A. Campbell." The resolution was agreed to, and further resolution had been given to his Majesty's Minister at Peking to move municipal councils of British concessions and settlements in China to close the opium dens in their areas, but regretting that this recommendation was made "subject to the proviso that effective measures had been previously taken by the Chinese authorities to close establishments of this nature outside the concessions."

SHIPPING AND TARIFF REFORM.

The Earl of Beaconsfield presided last month at a political discussion at the Constitutional Club on the subject of "Shipping and Tariff Reform," at which Professor Hewins first referred to the mistaken attitude of Free Traders about the Mercantile Marine. They seemed to be under the impression that sixty years ago they set going a self-acting machinery the operation of which had landed this country in a position of mercantile predominance. There was no claim put forward by Free Traders that there was any dominant characteristic in the policy it was the maintenance of shipping. The whole policy of England had grown around the policy of shipping. It was not the Free Traders, but the old national economists—the Mercantilists as they were called—which made these objects the main objects of English policy. That Free Trade in the Cobdenite sense had anything to do with the growth of our Mercantile Marine was a proposition quite unsupported by historical evidence. What, then, did this great spring from? In the first place, he would put the whole trend of national policy toward the extension of our shipping predominance. In the second place he would put the fact that the predominant place we already had enabled us to reap the full advantage of that supremacy when the great expansion of trade took place in the last century. In the third place he put the consequences which followed from our predominance in iron and steel engineering. In the fourth place he put the fact that shipping in this country had always been protected by a far more highly protected industry than any industry in the Russian Empire. Shipping was in fact one of the most splendid vindications of Protection that could possibly be pointed to. During the last thirty years this movement, which had more than anything else led to the prosperity and extension of the Empire, had been reversed. Foreign countries would not continue to be content that we should carry their goods. The only direction in which we could look for the maintenance of our shipping predominance was in the direction of developing Colonial trade. It had been argued that the measures which the Tariff Reformers proposed would raise the cost of shipping materials. He did not admit that for a moment, but when the working classes, as they were bound to do, obtained complete predominance in politics in this country, he was not at all sure, unless public opinion was properly guided, that the working classes would not force the adoption of so high a protective tariff that the cost of shipping materials would be raised to such an extent that it would be almost impossible to maintain our shipping predominance. The Free Trade argument that the adoption of Tariff Reform would injure the shipping industry on account of less manufactured articles being imported, pointed to the fact that the raw material averaged four times the bulk of the manufactured article. Sir Joseph Lawrence spoke of the necessity of the re-enactment of the Navigation Laws in view of the remarkable increase in the amount of foreign tonnage coming into British ports. Mr. Ellis Barker and Mr. J. L. Garvin also took part in the discussion.

## LATEST STEAMER MOVEMENTS.

The C.N.Co.'s str. *Sunghiang* left Manila on 26th inst., and is due here on 29th inst.  
The C.N.C.'s str. *Shanghai* left Shanghai on 27th inst., and is due here on 30th inst.  
The C.N.Co.'s str. *Changsha* sail from Australia Ports left Manila on 25th inst., and is due here on 28th inst.

The C.N.Co.'s str. *Hokko* left Shanghai on 27th, for Swatow and Hongkong, and is due here on 30th prox.

The C.N.Co.'s str. *Taiyuan* sail from Australia Ports leaves Sydney 3rd Dec., and is due here on 27th prox.

The I.G.M.'s str. *P. E. Lustig* which left here on Monday, the 25th inst. a.m. has arrived at Shanghai yesterday at 7 a.m.

The O.P.R. str. *Empress of Japan* arrived Kobe at 4 a.m. on Wednesday the 27th inst., and left again at 10 a.m. same day for Yokohama where she is due to arrive at 8 a.m. on Thursday the 28th inst.

## CLARETS.

FROM  
ETABLISSEMENT SCHROEDER AND DE CONSTANS  
BORDEAUX FRANCE.

## VINTAGE WINES, 1899-1904.

	1 doz. Bottles.	2 doz. Bottles.	4 doz. Bottles.
VIN ORDINAIRE	\$ 4.50	\$ 5.50	\$ 8.50
COTES	5.00	6.00	9.00
MEDOC	5.50	6.50	9.50
ST. EMILION	6.50	7.50	10.50
MARGAUX	7.00	8.00	11.00
ST. JULIEN	8.00	9.00	12.00
ST. ESTEPHE	10.00	11.00	14.00
COS ST. MICHEL	12.50	13.50	16.50
CH. LEOVILLE	13.00	14.00	17.00
CH. LAROSE	13.00	14.00	17.00

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12, QUEEN'S ROAD CENTRAL.

## KULANGSU (AMOI) MUNICIPAL COUNCIL.

Minutes of a meeting of the Council, held at the Board Room, on the 5th November 1907.  
Present:—Messrs. W. H. Wallace (Chairman), C. A. V. Bowers, A. F. Gardiner, Tsung Tsin-chew, W. Wilson, S. Okuyama, the Health Officer, and the Secretary.  
1. The minutes of the last meeting are read, and confirmed.

2. A letter is read from the Health Officer drawing attention to the insanitary state of a well—said to be the property of the British Consulate at Lah-kue-tah. It is decided to ask the British Consul to have the well put into a sanitary condition, or to hand the well over to the Council as a public well, in which latter event the Council would undertake the necessary repairs.

3. In order to improve the lighting of the Island, the Secretary is instructed to purchase a Kilsen patent lamp, and experiment with it on different sites in the Settlement.

4. The Superintendent of Police reports the following cases have been dealt with in the Mixed Court since the last meeting:—

Allowing pigs to stray 4, Selling liquor without a licence 4, Assault 2.

SUMMARY ARRESTS.  
Being in possession of stolen property 1, Obstructing the Police 1, Assault 1.  
(Signed) A. F. GARDINER, Vice-chairman.

By order,  
C. BEECHLEY MITCHELL, Secretary.

## ARTILLERY IN THE MANCHURIAN CAMPAIGN.

Gen. Sir Ian Hamilton presided at the Royal Unit of Service Institution, at a lecture delivered by Capt. B. Vincent, R.F.A., on "Artillery in the Manchurian Campaign." There was a large attendance of officers, both past and present, of the Royal Regiment of Artillery, and the little theatre was crowded. The lecturer, who was an Attaché in the Far East during the war, had the best facilities of any living subject, and said that it admitted of far wider discussion than was possible in a brief lecture. He then enumerated the chief points that had struck him as a professional observer. He found that the Japanese artillery were quick to adapt themselves to the conditions of the war, and though handicapped by an inferior gun to that of the Russians, and by miserable positions in their gun teams, yet by bravery, skill, and ingenuity they managed to hold their own against their better armed and more mobile adversaries. They, like the Russians, had no shields, no telephones, and no proper system of flag signalling in the early part of the war. However, they compared favourably with that of our own Army in 1904, in equipment, tactics, and especially in mobility. The Russian gun was superior to our 15-pounder, but the Russian methods were antiquated compared to our own at that time. The lecturer then pointed out the danger of hard and fast rules, and claimed the following to be the chief causes of the Japanese success in war:—(a) practical and unprejudiced common sense; (b) a sound military system which inspired confidence in everybody; (c) careful preparation for a definite object, which was pursued with energy and determination; (d) tactical training, based on a proper appreciation by all officers of the capabilities and limitations of branches of the service other than their own; (e) discipline which was never relaxed in the slightest degree throughout the war—a discipline which in Japan is a plant of very ancient growth, with its roots embedded deep in the character of the nation; a discipline in which in his opinion was only possible in a military organization based on compulsory service; (f) enthusiasm, military spirit, patriotism—call it what you would—a most valuable quality for which the world had given them full credit; (g) lastly, to the fact that the Japanese were not as yet over-civilized. In battle the officers and soldiers of Japan still "saw red" all the time.

With the Japanese Army, the lecturer continued, one saw what real military efficiency consisted in every detail. In all its branches and departments of the service one saw a high average of efficiency. There were no overworked staffs, no hurried mobilization. Taking into consideration numbers and average efficiency, the Japanese infantry in the Manchurian war were probably the best the world has ever seen. On the more technical questions the lecturer quoted both Russian and Japanese experts, illustrating their views by observation, and ventured as his own opinion that officers and men of mountain and field batteries should belong to the same regiment and be interchangeable if necessary. He insisted on the importance of signal signalling for communication. On one point, however, the lecturer was emphatic, and that was that the O.C. divisional artillery should at all times maintain a central control over his guns, though it may be expedient at times to delegate some of them to detached bodies of troops, such as advanced rear, or flank guards. In conclusion, he impressed upon his audience the necessity of common sense combined with discipline, organization and training, and that the tactical employment and shooting of artillery had such a far-reaching effect on the operations of a division, of an army, or even on the fate of a nation, that only the best men should be put in charge of the complicated and expensive equipment of which it consisted, and of which there was necessarily only a limited supply. Partially trained batteries, like partially trained battalions, were only a danger to their own side.

In the discussion that followed, Gen. Sir J. F. Owen, Maj. Gen. Sir G. H. Marshall, Maj. Gen. D. D. T. O'Callaghan, and Col. Lonsdale, gave their views on some points. Gen. Hamilton, in summing up, while deploring all excessive secrecy practised by the War Office,

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25 PER CENT DISCOUNT

FOR CASH

TO MAKE ROOM FOR

NEW STOCK.

Hongkong, 6th November, 1907.

suggested a reason for their reticence with regard to Japan. He offered his views with regard to one ammunition for field artillery, and announced that on the responsibility of the divisional commander with regard to his artillery. He objected to the wording of the sentence in which the lecturer brought his dissertation to a close. It intimated dangerously upon the new territorial scheme, and Gen. Hamilton would have the gunner audience realize that he, personally, would sooner have a bad gun and raw material than no gun at all.

## MR. KRUGER'S GRAVE.

HOW THE OUTRAGE WAS COMMITTED.

The desecration of the late President Kruger's grave, the bust on which was thrown down and damaged on October 17, was the work of three officers stationed in customs at Pretoria, who dined unwisely with two chorus girls, and in a drunken freak damaged the monument.

General Hildyard refuses to make a statement, but the main facts are certain. The names of the delinquents are known to the Government. It seems that the first one was the discovery of a carriage lamp in the cemetery. The police found that the lamp belonged to a trap hired on the night of the outrage by two officers from Roberts's Heights, who took a chorus girl for a drive, accompanied by a third officer and another chorus girl on horseback. The party had dined at the Hotel Pretoria, and were all more or less under the influence of liquor.

Officials and the police have evidently been cautioned to absolute secrecy in the matter, and refuse to divulge the names or to make any statement.

It seems unlikely that there will be a public prosecution, the offenders being dealt with by court-martial. The general commanding is evidently very much upset by the affair, and has expressed his regrets to the Dutch leaders.

## STRIKE FOR LESS MONEY.

MEN OBJECT TO BEING PAID TOO MUCH.

The tinmiths employed at the Daimler Works, in Coventry, have struck work because the company insisted on paying them too much money.

All the workmen are paid on the bonus system, under which they receive bonuses in addition to their regular wages. This appears to be against the principles of trade unionism, though the arrangement worked out so well for the men that, with the exception of the tinmiths, the union had not objected.

The tinmiths' union remained true to its principles, says the "Autocrat," and did not allow its members to accept the bonuses. The firm meanwhile continued to credit the men with bonuses to which they were entitled, and went so far as to open a separate banking account for each, so that the men could have the money at any time, if permitted by the union.

At last the accumulated funds presented too strong a temptation, and two-thirds of the men decided to have their portion regardless of consequences. They were at once expelled from the union and the rest of the tinmiths called out of the works.

The men who took the bonuses, however, started a little union of their own, and are now finding good tinmiths to replace those who have referred to stick to the union and refuse the extra money.

How to be BEAUTIFUL—Keep your complexion, Mrs. Ellen's Crème Charming, Lait Charming and Special Skin Tonic and Poudre Charming will enable you to do it. Her Specialties for



## NOTICES

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the Manager, and must be accompanied by the Daily Press only, and special business matters by the Manager.

Advertisements and Subscriptions which are so marked for a fixed period will be continued until countermanded.

Orders for extra copies of Daily Press should be sent in before 11 a.m. on day of publication, after that hour the supply is limited. Only supplied for Cash.

## NEW ADVERTISEMENTS

**AN** important German Hardware Manufacturing Firm requires EXPORT AGENTS of nice and flat traps, clothing, iron, and collar holders, hat and mantle hooks, children's paraphernalia or protecting tins, basket locks and lock sticks, tobacco cases, advertising novelties, bright iron screws and nuts. Cycle accessories. Department 2, WILHELM BAUER, Esslingen, Württemberg, Germany. 1892

## ST. ANDREW'S BALL

The Committee of St. Andrew's Society request that the WHOLE INVITATION CARD be handed in at the House this evening by guests instead of the usual slip.

Hongkong, 29th November, 1893

## WANTED.

By a Gentleman a FURNISHED ROOM in English Family with Board, sitting room.

Apply to— "C.D." Office, Hongkong, 2nd November, 1907. 1894

## NOTICE TO CONSIGNEES.

**THE P. & O. S. N. Co.'s Steamer "DELTA,"**

FROM BOMBAY, COLOMBO AND SINGAPORE.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where such consignment will be sorted out at dark by Mark and delivery can be obtained as soon as the Goods are landed.

This vessel belongs to Cargo—  
From London, &c., as "India."  
From Persian Gulf or B. I. S. N. & B. I. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 4th Dec. at 4 p.m., will be subject to rent.  
No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWITT, Superintendent, Hongkong, 28th November, 1907. 1

## NIPPON YUSEN KAISHA.

## NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP, LONDON, COLOMBO AND SINGAPORE.

THE Company's Steamship

"HAKATA MARU,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods with the exception of plate cutlery, are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out at dark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before Noon, To-day.

Goods not cleared by the 5th Dec. will be subject to rent.  
No Fire Insurance will be effected.  
All ship-damaged packages must be left in the Godown and Notice of same sent to this Office before the 5th Dec., or Claims in connection therewith will not be recognised.

NIPPON YUSEN KAISHA, Hongkong, 28th November, 1907. 1885

## MAGISTRACY.

IT IS HEREBY NOTIFIED that a MEETING of His Majesty's Justices of the Peace will be held at the MAGISTRACY, at 2.15 p.m., on TUESDAY, the 10th December, 1907, for the purpose of considering the following applications under the Liquor License Ordinance, 1898, Ordinance No. 8 of 1898:

1. From RICHARD PRINCE for the transfer to him from one M. STERNBERG of the publican's license to sell by retail intoxicating liquors on premises numbered 318 and 320, Queen's Road Central, under the sign of "THE INTERNATIONAL HOTEL."

2. From THOMAS BERNARD MAGUIRE for a publican's license to sell by retail intoxicating liquors on premises numbered 3, Pak Shai Wan, hankwan Road, under the sign of "THE BELL VIEW HOTEL."

F. A. HAZELAND, Police Magistrate, Hongkong, 28th November, 1907. 1888

## HARBOUR MASTER'S DEPARTMENT.

IT IS HEREBY NOTIFIED that information has been received from the Military Authorities that GUN PRACTICE will be carried out as under—

On SATURDAY, the 30th November—  
From Stonecutters, in a westerly direction, at ranges up to 6,000 yards, commencing at 2 p.m., and finishing at 6 p.m.

If the weather is unfavourable on the above date, Practice will take place on the following day.

All ships, junks and other vessels are to keep clear of the ranges.

BASILE TAYLOR, Commander, R.N. Harbour Master, &c., Hongkong, 28th November, 1907. 1885

## INTIMATIONS

## AGENT WANTED.

**BRITISH MANUFACTURERS** require a Firm as STOCKING AGENTS for Hongkong and District. Preference for Firm having London references and connections with the Printing and Paper Trades. This Agency in the hands of an active and well connected firm can be made very valuable and profitable.

Write—  
BOX 108, [1885]  
Care of "Hongkong Daily Press" Office.

## WANTED.

**PORTUGUESE GENTLEMAN,** experienced in Sale of Beverages.

Apply with references to  
T. S. [1885]  
Care of "Daily Press" Office.  
Hongkong, 25th October, 1907. 1709

## TROOPS GOING HOME.

**THE CHAPLAIN** to the Forces would be glad to receive Magazines, Illustrated Papers or Books for the use of the Troops going Home on the "SICILIA." A postcard addressed to him at Headquarters Office will ensure parcels being fetched off they may be sent to Chaplain's Room, Fletcher Street, any morning.

Hongkong, 6th November, 1907. 1779

## JUST RECEIVED

A FINE ASSORTMENT OF

CHRISTMAS & NEW YEAR CARDS.

HALF-MASKS, AETHELNOVELTIES, MECHANICAL ANIMALS.

POSTCARD, BIRTHDAY and STAMP ALBUMS, POSTCARD PAINTING BOOKS.

USED POSTAGE STAMPS

in Bags, Packets, Seals &c., Suitable for Christmas Presents at prices to suit any buyer. Inspection solicited.

GRACE & CO., Hongkong Hotel Corridor. 1591

## ANNUAL CLEARANCE SALE.

FROM 1ST TILL 30TH NOVEMBER.

CHINESE, JAPANESE AND INDIAN SILKS, CRAPES, CANTON LINEN, EMBROIDERIES, SHAWLS, LACES, CARPETS, RUGS, DRAPERIES, FANCY GOODS, &c., &c.

BARGAINS! BARGAINS! BARGAINS!

Kindly note that the above Articles are suitable for presents for Christmas and New Year. Inspection earnestly solicited.

D. CHELLARAM, 2, D'Aguiar Street, Hongkong, 1st November, 1907. 1749

## SWATOW DRAWN WORK COMPANY.

58, Wellington Street.

MANUFACTURERS & WHOLESALE & RETAIL Dealers in all Sorts of

DRAWN WORK, EMBROIDERY, BEST PEWTER WARE AND CANTON GRASS CLOTH, &c.

Hongkong, 19th October, 1907. 1685

## DR. M. H. CHAUN.

THE latest Method of the AMERICAN SYSTEM OF DENTISTRY.

35, QUEEN'S ROAD CENTRAL.

From the University of Pennsylvania, U.S.A. Hongkong, 17th April, 1907. 1444

## L. E. N. T. I. N. G.

SURGEON DENTIST, No. 10, D'AGUIAR STREET.

TERMS VERY MODERATE.

Consultation Free. Hongkong, 21st September, 1905. 1510

## ON SALE.

THE FIFTY YEARS

ANGLO-CHINESE CALENDAR

日曆英年十五

FROM 1ST JANUARY 1861 TO 31ST DECEMBER 1913, BEING FROM THE 1ST YEAR OF THE 76TH CYCLE TO THE 50TH YEAR OF THE 76TH (YUE, THAT IS THE 3RD YEAR OF TUNG CHI TO THE 39TH YEAR OF KWON SU.

I LIKE \$2 CASH.

On Sale at the HONGKONG "DAILY PRESS" Office, & Agents at all the Ports of the Far East.

The Book will be sent by Registered Post (free) to any part of the World unrepresented by Agents on receipt of Money Order.

Hongkong, 2nd October, 1906. 1841

## INSURANCES

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX LA-CHAPPELLE.

THE Underigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BROCKELMANN & CO. Agents, Hongkong, 21st April, 1897. 1114

## THE GLOBUS INSURANCE COMPANY OF HAMBURG.

THE Underigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

CARLOWITZ & CO. Agents, Hongkong, 13th August 1906. 28

## NORTH BRITISH AND MERCANTILE FIRE INSURANCE COMPANY.

TOTAL FUNDS £1,512,000,000.

AUTHORISED CAPITAL £3,000,000

SUBSCRIBED CAPITAL £2,750,000

PAID-UP CAPITAL £87,500 0 0

FREE FUNDS £3,982,500 18 8

THE Underigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN TOMES & CO. Agents, Hongkong, 27th April, 1907. 1116

## N. O. 2, HOLLYWOOD ROAD.

Apply to—

ARRATON V. APOAR & CO., 45, Wyndham Street, Hongkong, 2nd March, 1907. 491

## TO LET.

GROUND FLOOR of No. 4, Des Vaux Road including a Strong Room and servants' quarters.

The Top Floor of No. 2, Wyndham Street lately vacated by the Hotel Bellevue, suitable for a Club or Boarding House.

Apply to—

DAVID SARSON & Co. Ltd., Hongkong, 11th November, 1907. 1838

## A SALE OF WORK.

in aid of the Organ Fund of UNION CHURCH

will be held at the Volunteer Headquarters and Parade Ground (Kindly lent by Major CHAPMAN and Officers) ON TUESDAY, 3rd December 1907.

Lady LUGARD has kindly consented to open the Sale at 2.30 p.m. Admission Free.

In addition to the Sale of a large variety of work there will be several side attractions. A Concert will also be given at 9 p.m. Admission: \$1/0

Hongkong, 25th November, 1907. 1875

## FOR SALE.

INLAND LOT No. 1708.

SITUATE at North Point, Shaukiwan Road, Hongkong, (next to the Metropole Hotel).

## AUCTION

## PUBLIC AUCTION

By ORDER of H.M. WAR OFFICE.

THE FOLLOWING

VERY VALUABLE LEASEHOLD PROPERTY,

Known as INLAND LOT NUMBER 427 (SPRING GARDENS) containing an area of about 42,283 square feet and having a frontage on Queen's Road East of 228 feet, situate at Queen's Road East, Hongkong, will be Sold by

PUBLIC AUCTION

(on WEDNESDAY,

the 18th day of December, 1907, at 3 o'clock in the afternoon, in One Lot by

Messrs. HUGHES & HOUGH, Auctioneers,

at their Auction Rooms, in Des Vaux Road, Central.

The Property consists of:

All that piece or parcel of ground situate at Victoria in the Colony of Hongkong and registered in the Land Office as Inland Lot 427, and all buildings thereon and appurtenances thereto belonging, held under the Crown Lease thereof dated the 7th day of April, 1858, for the term of 999 years from the 25th day of July, 1855, at the annual Crown Rent of £150 Sterling (\$720), subject to the covenants and conditions contained in the lease.

For further particulars apply to

The AUCTIONEERS,

or to

DENNIS & BOWLEY, Solicitors for the Vendors,

Hongkong, 21st November, 1907. 1854

## FOR SALE

FOR SALE

GENTLEMAN'S HUMBER FIRST GRADE BICYCLE with Free Wheel, 23" Frame, 2 Speed Gears, 4 Rim Brakes, Gear Case and Dunlop Tyres with Self-Sealing Air Tubes.

Quite New. \$125. Apply box No. 999, Care of "Daily Press" Office, Hongkong, 6th November, 1907. 1874

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Hongkong, 25th November, 1907. 1875

## FOR SALE.

INLAND LOT No. 1708.

SITUATE at North Point, Shaukiwan Road, Hongkong, (next to the Metropole Hotel).

The property contains by admeasurement 103,550 square feet. Crown Rent, \$238.00 per annum.

For further particulars, apply to

GOLDING & BAILLOW, Solicitors, 10, Queen's Road Central, Hongkong, 12th September 1907. 1494

## TO LET.

"STILLINGFLEET" Peak Road. SIX ROOMED HOUSE with Fine View of Harbour.

"HARBORVILLE" Garden Road. SIX ROOMED HOUSE fitted with Electric Light and full use of Tennis Court.

Apply to—

PERCY SMITH & SETH, Accountants & Auditors, &c., 5, Queen's Road Central, Hongkong, 28th November, 1907. 1889

## TO LET—FURNISHED.

"SLEMISH" No. 101, The Peak.

Apply to—

Messrs. HASTINGS & HASTINGS, Solicitors, 38, Queen's Road Central, Hongkong, 4th September, 1907. 1445

## TO LET.

"GLENWOOD" CAINE ROAD, suitable for a Boarding house or Club. Containing 26 Rooms.

OFFICES on the Third Floor of 1, THE MANSIONS, 3 ROOMS Corner over Messrs. KRUSE & Co. Fine position. Cheap rental. BEACONSFIELD ARCADE, Fine Offices and Dwelling Rooms.

No. 15, QUEEN'S ROAD CENTRAL, Top Floor, over Caldwell MacGregor.

OFFICES in Queen's Road Central.

BELLIS TERRACE HOUSES, BOWLING ROAD.

BISHOP LODGE SOUTH (Peak) Partly Furnished, Immediate Possession.

No. 1, MOUNTAIN VIEW (Peak) Furnished. For 4 or 5 months from 1st December, 1907.

No. 1, ALBANY.

No. 6, DES VEAUX VILLAS (Peak).

No. 2, BEACONSFIELD ARCADE.

No. 55, ELGIN STREET (Corner House).

No. 57, PRATA GRANDE, Macao.

Apply to—

LINSTEAD & DAVIS, 3rd Floor, Alexandra Buildings, Hongkong, 28th November, 1907. 1102

## TO LET.

IMMEDIATE POSSESSION.

N. O. 2, HOLLYWOOD ROAD

Apply to—

ARRATON V. APOAR & CO., 45, Wyndham Street, Hongkong, 2nd March, 1907. 491

## TO LET.

GROUND FLOOR of No. 4, Des Vaux Road including a Strong Room and servants' quarters.

The Top Floor of No. 2, Wyndham Street lately vacated by the Hotel Bellevue, suitable for a Club or Boarding House.

Apply to—

DAVID SARSON & Co. Ltd., Hongkong, 11th November, 1907. 1838

## TO LET.

THE WHOLE of the SECOND FLOOR of No. 2, Queen's Road Central, (opposite the General Post Office). The Rooms are light, spacious and well ventilated; 13 in number, besides kitchen, pantry, bathroom, servants' quarters etc. Very moderate rent. Immediate possession. Apply to—

LEE SANG FAT & CO., Same Address, Hongkong, 7th October, 1907. 1627

## TO LET

## TO LET.

N. O. 4, QUEEN'S GARDENS—7 Rooms and 4 Bathrooms, lately colourwashed, painted and repaired throughout. Electric Light.

Apply to—

H. [1885]  
Care of DUNN, RAM & GIBBS, [1885]  
Rungtong, 5th November, 1907. 1769

## TO LET.

FIRST Class European Houses, Lochiel Terrace and Hampshire Avenue, Kowloon.

Apply to—

HEWAN & CO., Care of China Merchants S. N. Co. Hongkong, 1st October, 1907. 1590

## TO LET.

N. O. 5, ORMSBY TERRACE, Kowloon Cheap Rental.

Apply to—

SPANISH PROCURATION, Hongkong, 18th October, 1907. 1677

## TO LET.

OFFICES in ALEXANDRA BUILDINGS.

Apply—

SECRETARY, A. S. Watson & Co. Limited, Hongkong, 23rd April, 1907. [300]

## TO LET FURNISHED.

FOR Twelve Months, 3, Victoria View, Kowloon, 6 Rooms, use of Tennis Court. Apply at the House.

Hongkong, 25th November, 1907. 1873

## TO LET.

OFFICES on Top Floor No. 2, Connaught Road, facing the Cricket Ground.

"HATHERLEIGH," Conduit Road.

A HOUSE in CLIFTON GARDENS, Conduit Road.

OFFICES in YORK BUILDING, GODOWNS in PRATA EAST, BLUE BUILDINGS and No. 16B, Des Vaux Road next to the HONGKONG HOTEL.

FLATS in MOUNTAIN TERRACE.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO. LTD. Hongkong, 21st November, 1907. 1792

## TO LET.

N. O. 2, MACDONNELL ROAD.

Apply to—

COMPRADORE'S DEPARTMENT, Nippon Yusen Kaisha, Hongkong, 3rd June, 1905. [97]

## TO LET.

IMMEDIATE POSSESSION.



# INTIMATIONS

## S. MOUTRIE & CO. LTD.

NEW SEASON'S MODELS  
JUST ARRIVED  
BABY GRANDS  
AND  
COTTAGE PLANOS  
BY

BLUTHNER, RUD. IBACH,  
RACHELS, PLEYEL,  
CHAPPELL AND  
ROSENKRANZ & CO.

INSPECTION INVITED.

SOLE AGENTS:

S. MOUTRIE & CO. LTD.

York Building, Chater Road,  
Hongkong, 13th November, 1907. 138-2

# THORNE'S

## OLD VAT



THIS VAT WAS STARTED BY THE LATE ROBERT THORNE  
OF GREENOCK AND HAS BEEN SOLD SINCE 1851

# SCOTCH WHISKY.

SOLE AGENTS IN  
HONG KONG, CHINA & MANILLA.  
A. S. WATSON & CO. LTD.  
1763

# BETTER THAN COPAIBA

## MATICO

### GRIMAULT & CO. CHEMISTS, PARIS

Renowned Physicians prescribe Grimault's Matico as the most active and at the same time the most innocuous remedy in the treatment of Acute and Chronic Discharges. The capsules, unlike Copal, do not cause a spasm on the skin or produce nausea. MATICO INJECTION is used in recent MATICO CAPSULES in the more chronic cases.

# CURE FOR ASTHMA

## GRIMAULT'S INDIAN CIGARETTES

For Asthmatic people who suffer from oppression in breathing, HOARSENESS, and BRONCHITIS, INFLUENZA, and DIFFICULTY IN EXPECTORATION. Grimault's cigarettes render the respiration easier, cut short the paroxysms, and remove the feeling of tightness across the chest. GRIMAULT & CO. PARIS Sold by all Chemists.

# Do you Suffer?

## FROM HEADACHE, LOSS OF SLEEP, INDIGESTION, TORPID LIVER, BILIOUSNESS

# Beecham's Pills

will quickly remove the cause of these distressing complaints and restore healthy action to every organ. You will feel like a new person after taking a few doses of BEECHAM'S PILLS. They rid the system of impurities, improve the digestion, banish headache and

Give Positive Relief

In all cases of CONSTIPATION, BILIOUSNESS, INDIGESTION and DISORDERED LIVER.

The excellent results obtained by the use of BEECHAM'S PILLS have proved them worthy of the confidence they enjoy. They have helped thousands and recommend themselves.

Sold at all Drug Stores and by all Medicine Vendors in China; in boxes, price 9d., 1/4, and 2/6.

# SHIPPING DISASTERS.

## GERMAN LINER BURNED.

Lisbon, October 30th.  
A serious disaster occurred off Lisbon late last night, the Hamburg-American liner "Borussia" sinking in a few moments whilst taking on coal.

The "Borussia" had just arrived from Santos (Brazil), and was homeward-bound with a full cargo of coffee.

All her ports were open, when the strong tide-way caused the vessel to take a sudden list, with the result that the sea rushed in, and the liner sank almost immediately in deep water.

So far as can be ascertained, all the passengers are safe, but three of the crew are missing.

Not a vestige of the liner is now visible above the surface of the water.

The loss is bound to be enormously heavy. It is stated that the cargo of coffee alone was valued at £200,000.

The "Borussia" was a comparatively new steamer of 7,000 tons, built at Hamburg, in 1905.

Lloyd's Agent at Lisbon telegraphed as follows:

"Hamburg-American steamer 'Borussia,' homeward bound from Brazil, whilst coaling last night, strong tide-way, took list; water entered coal ports, and vessel foundered in deep water. Nothing visible now. Considerable loss. All passengers saved, also crew, excepting three men missing."

A telegram received by the owners of the "Borussia" from Lisbon states that the vessel sank in 10 fms. of water on Oct. 22, nine p.m., by water entering the coal ports, when the steamer dragged her anchor, and received a list in the heavy current. Attempts at towing the ship into shallow water failed, owing to sailing vessels blocking the way. The passengers were saved, and all the crew excepting one boy. The ship is lying on her port side along the fairway. The salvage steamer "Nova" has been ordered to proceed from Gibraltar to Lisbon. The cargo on board is 60,000 bags of coffee from Santos, and 22,500 bags from Rio Janeiro. Particulars of the cargo from Bahia (Brazil) are not yet known.

A telegram from Girona states that the Russian steamer "Litania," from Riga to America, is lying in a bad position, but as the weather continues very fine, there is no immediate danger. There are 760 passengers and 104 crew on board the former, including many families with children, mostly Poles and Jews. It is intended to send the passengers on to their destinations by another steamer.

Diverted from a salvage steamer are investigating the "Litania's" damage. Broad has been brought on board by tugs and fishing-boats, as owing to the vessel's list no baling can be done on board.

The following telegrams have been received at Lloyd's:

Copenhagen, October 30th.  
A lighter, with provisions, has been despatched to the Russian steamer "Litania," ashore at Skillingen.

"Litania" grounded in a rather dangerous position, in clay and gravel, off Skillingen. Will have to discharge about 1,000 tons. Steamer is not expected ashore for eight days; forehold full of water. Passengers cannot remain on board. Arrangements are being made to forward passengers, either via Copenhagen or Warnemunde or Swinemunde, to Rotterdam, re-shipping thence to New York.

Malmo, October 30.  
Two salvage steamers have been sent to the steamer "Litania." Passengers will be brought to Copenhagen.

## CHINA'S ARMY.

An interesting article appears in the current number of "Missionary Catholiques," from the pen of M. Regis Gervais, a missionary at Kwangtung, who gives details of the new Chinese Army project.

According to M. Gervais, 20 military districts are to be formed, comprising the 18 Central Provinces, with Turkestan and the Peking region. In each of these districts an Army Corps of two divisions will be established.

Each division will comprise twelve infantry battalions, a regiment of cavalry, three batteries of artillery, and one company of engineers. The 4 divisions will represent a total of 30,000 men, and it is expected that by 1910 the organization of the new Army will be completed.

The private soldiers will be paid at the rate of one taal (about 34. 6d.) per month, and this pay they will also receive for 12 years after leaving the regular service. During the first nine years of this period they will be required to serve a month in the spring and a month in the autumn of each year, and for the remaining three years will be liable to only a few days' service annually.

At the head of this Army will be a "President of the Superior Council," Prince Ching, who, of course, belongs to the Imperial Family. Owing to his great age, however, Prince Ching has delegated his powers to the Viceroy of Tchi-li, Yuan-shikai, who, says M. Gervais, is a man of liberal tendencies and energetic disposition.

The "Superior Council" will be over and independent of the Viceroy's authority. There will be a Ministry of War, organized on the European principle, a General Staff, and a body responsible for the instruction of officers under the direction of which the military schools will be placed.

# MOTOR NOTES FROM HOME.

[Written for the Hongkong Daily Press.]

London, October 18th.

The Olympia Motor Show is now close at hand, and motor firms are busy arranging their exhibits, particulars of which are to hand. It would be, obviously, impossible to go into any of the details in advance, but there is no doubt whatever that the great exhibition will surpass, both as regards scale and magnificence, all that have gone before. No less than 140 different makes of cars from the principal motor manufacturing centres of the world will be shown, and the exhibitors will number over 300. The Daimler Company have secured the central position. It is a significant fact, as showing the estimation in which the exhibition at Olympia is held by Continental manufacturers, that not one, but three, of the cars that successfully completed the journey from Peking to Paris will be on view. These are the Itala car on which Prince Borghese won the race, the Spyker car, driven by Mr. Godard, and one of the De Dion-Bouton cars.

The change in the date of the French Exhibition, bringing it closer to that of Olympia, is evidence that France is alive to the keen rivalry which the British industry is opposing to that of France. A French motor-writer has reason to admit that, last year, he was "excessively severe on our rivals the other side of the Channel. With the same impartiality I must state that immense progress they have made from one year to another. It is really stupefying, and a veritable gulf, technically, separates the chassis Anglois 1917 from those of 1916." As the *Matin* truly says, "The importance of the English Automobile Show is increasing year by year. London is the busiest market in the world, and it has now succeeded as regards automobiles." Yet, with the notable examples before them of British origin and initiative in the motor industry, the winning bug of the "blue ribbon" of the Atlantic, and other noteworthy successes, there are some who still play the Cassandra-role of mourning over the lost industrial prestige of Great Britain, and prophesying her falling out of the race for commercial supremacy.

The East is not to be behind the times in the matter of motor shows. The Motor Union of Western India announces that an International Exhibition will be held at Bombay on February 24th to the 29th, next year, and will include a Motor Gymkhana extending over three days.

Even with all the evidence of motor-activities surrounding him, the pessimist still croaks gloomily. There are rumours afloat of an impending depression in the trade, and it is asked whether there has not been a great overproduction. This question recurs regularly every year, so soon as the weather drives the pleasure motorist off the roads and his car into the second-hand market. It is true that there is not a very brisk demand at this time of the year. There never is. But, if it is less than usual, the cause is, in all probability, the proximity of the Olympia and the Paris Shows, for which people are waiting in order to see the new models for 1908. So far as my enquiries go, there has been an overproduction of high-priced cars, for which there must necessarily be a restricted market. For good cars of moderate horse-power, ranging in price from £450 to £700, there must always be a demand.

The question of the probable life of a car is one that interests the buyer in the East even more than his confrere at Home, and one that I have heard asked more often there than here. The answer, of course, largely turns upon who is the owner. I have known some men who would "kill" any car ever made in a single season, and, on the other hand, there are others whose cars are still running at the end of four or five years. With an intelligent owner, and careful driver, possessing some knowledge of car-contruction, I think any car of reputable make should easily last seven or eight years, even in the tropics. The engine should be good for that period at least. It may require re-boring during that time, especially if the lubrication has been neglected. After this operation, it ought to last, say, another four years. New piston rings, of course, will be required from time to time. The crankshaft will need rearing up and fitting with new bearings. As to the other parts, new bushes, change-speed gears, cardan shaft-joints, etc., may be required. Beyond renewing certain moving parts, a car can be made practically as good as new. But the question cannot be answered to all alike. All depends, as

has been said, on the owner, the driver, the work the car has to perform, and other general conditions.

The British Vice-Consul at Tampico, dealing with the question of motor-boats, criticises British makers that, by keeping up the prices of their products, they shut themselves out of that particular market. American boats, we are told, are about half the price, and therefore rule the field—or rather, the waves. A similar story was prevalent in two or three places in the Far East a few years ago. But those who brought the higher-priced British-built boats have never since had reason to regret their purchases; whereas the cheaper American boats—P the same reason was learned in Australia, and even in Canada, the British motor-boat is asserting its superiority. So that, in the end, this sort of American "enterprize" is likely to prove rather to the advantage of the British motor industry, than otherwise.

Morris, Straker and Spence, Ltd. of Shaftesbury Avenue, the makers of the well-known "C.S.B." car, have recently sold a 25-h.p. car of this make to his Highness the Maharaja of Bikanir. The identical car will be on show at Olympia.

The trophies which have recently been offered by Argyll Motors for meritorious performance of Argyll cars have appealed to users of these cars in the East, as well as at Home, as is shown by the recent performance of Mr. A. Turner Leung who has driven a 14-h.p. Argyll car up one of the steepest ghaats in the Bombay Presidency. Mr. Leung drove from Poona to Mahabaleswar, a distance of 72 miles in three hours, with three persons and a full load of luggage. Mahabaleswar being several thousand feet above Poona, there were several stiff climbs, and one hill seven miles in length with a gradient of 1 in 8, and, in some places, 1 in 6. No trouble whatever was experienced either by overheating or in any other way. The return journey was to Bombay via Poona, 189 miles, which was accomplished in 8½ hours running time, over some of the worst of roads. The petrol used was rather less than a gallon to each 25 miles. Some few years ago the motor-car was considered an impracticable vehicle for the mountainous parts of India, but this performance of Mr. Turner Leung, among others, proves the contrary. Incidentally it shows the value of the Argyll as a car for the East.

## INSTANTLY READY (FOR DOCKING)

FLIGHT OF THE HOME FLEET'S NORE DIVISION.

It is officially announced that arrangements are to be made at Chatham Dockyard for the refit of all the battleships of the Nore Division, except the "Dreadnought," which, of course, has never been to the Nore.

The ships are:—  
Bulwark ... .. 15,000 tons.  
London ... .. 15,000 "  
Victorious ... .. 14,900 "  
Magnificent ... .. 14,900 "  
Majestic ... .. 14,900 "

The "Natal," of the Fifth Cruiser Squadron (attached to the Nore Division), is also to go into dock.

It is estimated that the repairs to each ship will take at least three months.

The "Duke of Edinburgh" cruiser has a serious defect, the Nore Division, as regards armament ships, will if the repairs are all carried out at once, be reduced to four cruisers. If all the repairs are not to be carried out at once, in what some ships awaiting repair be regarded as "instantly ready"?

The Nore Division has never existed as a fighting fleet. It owes the fiction of its existence to a desperate attempt on the part of the Admiralty to disguise the reductions in the seagoing armaments.

Several battleships and four cruisers were this year withdrawn from seagoing commission. This was called "re-education." When the truth became known the Admiralty announced the formation of the Nore Division of six battleships and six armoured cruisers. They were not there, but they were announced to be there, "instantly ready." At first they were to be manned with volunteer crews.

When the truth was again published, the Admiralty were forced to announce that they would be fully manned. So they were—that is, such ships as were not in dock or completing repairs, but with boys and second-class stokers. The inspired Press proudly referred to the phantom squadron as the "fighting tip" of the Home Fleet, the consummation of a golden crown of years of profound strategical study.

On June 17 last the Civil Lord of the Admiralty stated that the whole of the Nore Division was "fully manned and ready for immediate service." At that time two armoured cruisers were ineffective owing to serious defects, and two battleships were known to be in the run state—about to mention a large proportion of the destroyers.

In the "Circular Letter" issued by the Board on December 10, 1904, it is laid down that "not more than two battleships are to be absent at any one time from the Channel Fleet (the Nore Division has, of course, since been made up of ships taken from the Channel and other fleets) for the purpose of refit."—Daily Mail.

## THE LITTLE FRANCHERS.

We are not alone in possessing the strange people who cannot soar beyond the politics of the parish pump. In France they are a lot afflicted with the species for according to "Le Temps," the Budget Committee of the Chamber has been endeavouring, under the guise of economy, to abandon La to China and to injure France's position in the Far East. At the beginning of the Russo-Japanese War, France had over thirty-three thousand men in Indo-China, but this year the Commission of the Budget has attacked the ordinary revenue of the colony, and has proposed to do away with thirteen more battalions. The result of this would be that scarcely twenty thousand men would be left in the garrison, and this at a time when France's agreement with Japan has given her fresh responsibilities in the Far East. Japan's desire to an understanding with France is a force to be reckoned with in that part of the world, and the two Governments undertake to render each other assistance in maintaining peace in case of need. It is easy to suppose that France might again be called upon to interfere in China, and if her Indo-Chinese garrison is depleted she will be in no position to fulfil her engagements. This is no theory for weakening European forces in the Far East.—Globe.

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They should never be neglected—not for a single day—for they weaken your system and unfit you for life's duties. Thus, indigestion and constipation generate impurities that pass into your blood and are carried all through your body. Your food yields poison instead of nourishment, and your body starves, while you are subjected to distress, pain and incapacity for labour or enjoyment. These conditions almost certainly  
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What your system needs is a digestive tonic that will help your stomach and liver to do their work properly. You can get just that assistance from the world-famed vegetable remedy, and sure cure for all digestive ills, Mother Seigel's Syrup.  
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**MOTHER SEIGEL'S SYRUP**



## SHIPPING.

## ARRIVALS.

CHITVEN, Chinese str., 28th Nov.—Canton.  
DELTA, British str., 4,780, C. I. Daniel, 28th  
November—Bombay 13th November,  
Hulls and General—P. & O. S. N. Co.  
DEVANHA, British str., 4,785, T. H. Hide,  
R.N.E., 28th Nov.—Shanghai 28th Nov.,  
General—P. & O. S. N. Co.  
HAKATA MARU, Japanese str., 7,319, T. Marai,  
28th Nov.—Singapore 23rd Nov., General.  
Nippon Yusen Kaisha.

## CLEARANCES

At THE HONOUR MASTER'S OFFICE.  
28th November.  
Choyang, British str., for Swatow.  
Delta, British str., for Shanghai.  
Haimu, British str., for Swatow.  
Machin, German str., for Hoihow.  
Nathan, British str., for Swatow.  
Zillah, British str., for Yokohama.

## DEPARTURES

28th November.  
ERROLL, British str., for Shanghai.  
HUNAN, British str., for Canton.  
HUPKE, British str., for Hoihow.  
JAPAN, British str., for Singapore.  
KAIFONG, British str., for Cebu.  
KWANGLER, Chinese str., for Canton.  
MEMNON, British str., for Shanghai.  
TAMING, British str., for Manila.  
TANAN, British str., for Kobe.

## VESSELS IN DOCK.

November 28th.  
ABERNETHY DOCK.—Progress.  
Kowloon Dock.—Neil McLeod, Germania,  
H.M.S. Whiting, Rastan, Triumph, Empress  
of China, Woolwich, Kiev, M. S. Dollar,  
Cosmopolitan Docks.—Tea.

## VESSELS ON THE BERTH

## ALTERATION.

DOUGLAS STEAMSHIP COMPANY,  
LIMITED.  
FOR SWATOW, AMOY AND FOOCOW.

## THE Company's Steamship

"HAIMUN"  
Captain A. J. Robinson, will be despatched for  
the above Ports TO-DAY, the 29th inst., at  
10 A.M.

For Freight or Passage, apply to  
DOUGLAS, LAPEL & Co.,  
General Managers.  
Hongkong, 27th November, 1907. 1895

THE PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA,  
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## THE Steamship

"DEVANHA"  
Captain T. H. Hide, R.N.E., carrying H.  
Majesty's Mail, will be despatched from  
this for Bombay & on SATURDAY,  
the 30th November, at Noon, taking  
passengers and cargo for the above port  
in connection with the Company's s.s.  
"HIMALAYA," 7,000 tons, from Colombo.  
Passengers' accommodation in which vessel  
is secured before departure from Hongkong.  
Silk and Valuable, all cargo for France and  
Tea for London (under arrangement) will be  
transhipped at Colombo into the mail steamer  
proceeding direct to Marseilles and London,  
other cargo for London, &c., will be conveyed  
from Bombay by the R.M.S. "ARABIA,"  
due in London on 11th January, 1908.  
Passengers will be received at the Office until  
4 P.M. the day before sailing. The contents  
and value of all packages are required.  
For further particulars, apply to  
E. A. HEWITT,  
Superintendent.  
Hongkong, 18th November, 1907. 1

FOR SINGAPORE, PENANG AND  
CALCUTTA.

## THE Steamship

"CATHERINE APAR"  
Captain W. D. A. Thomas, will be despatched  
for the above Ports on TUESDAY, the 3rd  
Dec., at 3 P.M.  
For Freight or Passage, apply to  
DAVID SASSO & Co., Ltd.,  
Agents.  
Hongkong, November 28th, 1907. 1877

## THE RUSSIAN VOLUNTEER FLEET.

For CONSTANTINOPLE, ODESSA AND  
BLACK SEA PORTS.

## THE Steamship

"KIEV"  
will be ready to load about FRIDAY, the 6th  
December.  
For Freight apply to,  
MELCHERS & CO.,  
Agents.  
Hongkong, 25th November, 1907. 1875

COMPAGNIE DES MESSAGERIES  
MARITIMES.

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MARSEILLES, LONDON,  
HAVRE, BORDEAUX,  
MEDITERRANEAN  
AND BLACK SEA PORTS.

## THE Steamship

"POLYNESIE"  
Captain Broo, will be despatched for  
MARSEILLES on TUESDAY, the 10th  
December, at 1 P.M.  
The Steamer connects at Colombo with one  
of the Co's Australian s.s. "Vile de la Ciotat"  
bound for Marseilles via BOMBAY and Aden.  
Passage tickets and through Bills of Lading  
issued for above ports and for Australia with  
prompt transshipment at Colombo.  
Cargo also booked for principal places in  
Europe.  
Next sailings will be as follows:—  
S.S. "TOURANE" ... 24th Dec.  
S.S. "ARMAND BEHIE" ... 7th Jan. 08  
S.S. "SALAZIE" ... 21st Jan. 08  
G. DE CHAMPEAUX,  
Agent.  
Hongkong, 27th November, 1907. 2

## VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon, are marked  
"k." nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.  
SECTIONS.  
1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blakes Pier. 3. From Blakes Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON &c., via USUAL PORTS OF CALL.	DEVANHA	Brit. str.	—	T. H. Hide, R.N.E.	P. & O. S. N. Co.	To-morrow, at Noon.
LONDON & ANTWERP VIA SINGAPORE &c.	BRIGAVIA	Ger. str.	—	G. Phillips	P. & O. S. N. Co.	About 4th December.
MARSEILLES, ANTWERP & HAMBURG	CANTON	Swed. str.	k.w.	Gjengenbrun	HAMBURG-AMERIKA LINIE	To-day.
MARSEILLES, HAVRE & GOTHENBURG &c.	POLYNESIE	Fr. str.	—	Broo	MESSAGERIES MARITIMES	On 9th December.
HAVRE & HAMBURG VIA STRAITS &c.	SEGOVIA	Ger. str.	k.w.	Wagner	MELCHERS & CO.	On 10th Dec. at 1 P.M.
NAPLES, GENOA, ALGERES & GIBRALTAR &c.	C. FERD. LAEISZ	Ger. str.	k.w.	G. Roth	HAMBURG-AMERIKA LINIE	On 23rd December.
NAPLES, LISBON, HAVRE & HAMBURG	PRINCESS ALICE	Ger. str.	—	Woltemas	HAMBURG-AMERIKA LINIE	On 24th January.
NAPLES, HAVRE & HAMBURG VIA STRAITS &c.	SIBERIA	Ger. str.	k.w.	Bahle	MELCHERS & CO.	On 4th Dec., at Noon.
NAPLES, HAVRE & HAMBURG VIA STRAITS &c.	SCANDIA	Ger. str.	k.w.	v. Döhren	HAMBURG-AMERIKA LINIE	About 25th December.
CONSTANTINOPLE, ODESSA & BLACK SEA PORTS	HABENBURG	Ger. str.	k.w.	Filler	HAMBURG-AMERIKA LINIE	On 11th December.
NEW YORK VIA PORTS & SUEZ CANAL	KIEV	Rus. str.	—	—	MELCHERS & CO.	On 9th January.
NEW YORK VIA PORTS & SUEZ CANAL	ATHOLL	Am. str.	—	Anderson	SHEWAN TOMES & CO.	On 30th January.
VANCOUVER VIA SHANGHAI JAPAN, &c.	SCHUYLKILL	Am. str.	—	Peterson	STANDARD OIL CO.	About 30th inst.
VICTORIA (B.C.) & TACOMA VIA JAPAN	EMPEROR OF CHINA	Brit. str.	2 m.	—	CANADIAN PACIFIC R. CO.	About 10th December.
CALLAO AND IQUIQUE VIA JAPAN PORTS, &c.	MONTAGLE	Brit. str.	1 m.	—	CANADIAN PACIFIC R. CO.	About 21st December.
AUSTRALIAN PORTS VIA MANILA	TREMONT	Am. str.	—	T. W. Garlick	DODWELL & CO., LTD.	On 19th Dec. at 4 P.M.
AUSTRALIAN PORTS VIA MANILA	KATHERINE PARK	Brit. str.	—	McArthur	JARDINE, MATHESON & CO., LD.	On 29th Jan., at Noon.
VLADIVOSTOCK	CHAROSHA	Brit. str.	1 m.	G. W. Eidy	BUTTERFIELD & SWIRE	Middle of December.
SHANGHAI	SOVERSK	Rus. str.	—	D. Lenz	MELCHERS & CO.	To-morrow, at Noon.
SHANGHAI	TIKINI	Dut. str.	—	H. Koops	MELCHERS & CO.	On 4th Dec., at 4 P.M.
SHANGHAI, MOJI, KOBE & YOKOHAMA	CHRYSEAS	Brit. str.	—	Sandbrook	JAVA-CHINA-JAPAN LINE	On 5th Dec., at 5 P.M.
SHANGHAI, YOKOHAMA, KOBE & MOJI	DELTA	Brit. str.	—	C. L. Daniel, R.N.E.	JARDINE, MATHESON & CO., LD.	To-morrow, at 5 P.M.
SHANGHAI, KOBE & YOKOHAMA	PRINCE OF WALES	Brit. str.	—	C. P. Lockstone	P. & O. S. N. Co.	Quick despatch.
SHANGHAI, KOBE & YOKOHAMA	SCANDIA	Ger. str.	k.w.	v. Döhren	JARDINE, MATHESON & CO., LD.	About 29th inst.
SHANGHAI, KOBE & YOKOHAMA	DOERMUND	Ger. str.	k.w.	W. P. Baker	HAMBURG-AMERIKA LINIE	About 1st December.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	YORCK	Ger. str.	—	J. Randermann	HAMBURG-AMERIKA LINIE	On 2nd Dec., at 4 P.M.
SHANGHAI, MOJI, KOBE & YOKOHAMA	NIH	Brit. str.	—	E. P. Martin	MELCHERS & CO.	About 4th December.
SHANGHAI, YOKOHAMA, & KOBE	SHAN	Dut. str.	—	—	MELCHERS & CO.	Middle of December.
NINGPO & SHANGHAI	HUNAN	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 1st Dec. at Daylight.
TAMUI VIA SWATOW & AMOY	JOHN MARU	Jap. str.	2 h.	A. J. Robson	OSAKA SHOSHEN KAISHA	To-day, at 10 A.M.
SWATOW, AMOY & FOOCOW	HAIMUN	Brit. str.	1 m.	L. D. Northcombe	DOUGLAS LAPEL & CO.	On 4th Dec., at 4 P.M.
SWATOW & SHANGHAI	SHAOHONG	Brit. str.	1 m.	T. W. Bryner	BUTTERFIELD & SWIRE	On 6th Dec., at 4 P.M.
SWATOW & SHANGHAI	HOHOW	Brit. str.	1 m.	F. Northcombe	BUTTERFIELD & SWIRE	On 7th Dec., at 4 P.M.
SWATOW & SHANGHAI	KASHING	Brit. str.	1 m.	H. A. Wavell	BUTTERFIELD & SWIRE	On 10th Dec., at 4 P.M.
SWATOW & SHANGHAI	YOCOW	Brit. str.	1 m.	T. Meyrick	BUTTERFIELD & SWIRE	On 14th Dec., at 4 P.M.
MANILA	KIUNGKANG	Brit. str.	—	R. Rodger	JARDINE, MATHESON & CO., LD.	To-morrow, at 3 P.M.
MANILA	YUNNANG	Brit. str.	—	S. J. Payne	JARDINE, MATHESON & CO., LD.	On 7th December.
MANILA	ZAFIRO	Brit. str.	—	F. Sembill	DAVID SASSON & CO., LTD.	On 3rd Dec. at 3 P.M.
KUDAT & SANPAKAN	RUBI	Brit. str.	—	W. D. A. Thomas	JARDINE, MATHESON & CO., LD.	On 7th Dec. at 3 P.M.
SINGAPORE, PENANG & CALCUTTA	BORNEO	Brit. str.	—	Rose Core	JARDINE, MATHESON & CO., LD.	Quick despatch.
SINGAPORE, SAMARANG & SOERABAYA	CATHARINE APAR	Brit. str.	—	P. H. Rolfe	JAVA-CHINA-JAPAN LINE	
SINGAPORE, PENANG & CALCUTTA	ONANG	Brit. str.	—	—		
JAVA PORTS	NIRANAS	Dut. str.	—	—		

INDO-CHINA STEAM NAVIGATION CO.,  
LIMITED.

## PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

DESTINATION	STEAMERS	DATE OF SAILING.
SHANGHAI	"CHOYSANG"	Friday, 29th Nov., 4 P.M.
MANILA	"YUENSANG"	Saturday, 30th Nov., 3 P.M.
SHANGHAI, YOKOHAMA, KOBE & MOJI	"KUTSANG"	Monday, 2nd Dec., 4 P.M.
SHANGHAI	"KWONGSANG"	Wednesday, 4th Dec., 4 P.M.
MANILA	"LOONGSANG"	Friday, 6th Dec., 4 P.M.
SINGAPORE, PENANG & CALCUTTA—NAMSANG	"NAMSANG"	Saturday, 7th Dec., 3 P.M.
SINGAPORE, SAMARANG & SOERABAYA—ONSANG	"ONSANG"	Saturday, 7th Dec., 3 P.M.

REDUCED FARES TO STRAITS AND CALCUTTA.  
Hongkong to Singapore 1st Class, Single & 85, Return \$100.  
Penang " " " 85, " 130.  
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\* These Steamers have superior accommodation for First-Class Passengers and are fitted  
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† Taking Cargo on Through Bills of Lading to Chofu, Tientsin, Newchwang and Yangtze Ports.

For Freight or Passage, apply to JARDINE, MATHESON & CO., LTD.,  
GENERAL MANAGERS. 18

Hongkong, 29th November, 1907.

## EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

## RUSSIAN EAST ASIATIC CO., LD.

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## SWEDISH EAST ASIATIC CO., LD.

GOTHENBURG.

## PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
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VLADIVOSTOCK "SOPEENIK" On 30th November.

BURG AND COPENHAGEN "CANTON" On 9th December.

SHANGHAI, YOKOHAMA AND KOBE "SIAM" Middle of December.

For Further Particulars, apply to MELCHERS & CO. 9

Hongkong, 27th November, 1907.

## HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between  
Hongkong and Manila. Saloon midships. Electric Light, Perfect  
Cuisine. SURGEON and STEWARDESSE carried. All the most up-to-  
date arrangements for comfort of Passengers.

## CHINA AND MANILA

## STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
-----------	-------	---------	-----	---------------

ZAFIRO 2540 R. Rodger Manila On 30th November.

RUBI 2540 R. W. Almond Manila On 7th December.

For Freight or Passage apply to SHEWAN, TOMES & CO.,  
GENERAL MANAGER. 15

Hongkong, 26th November, 1907.

## HONGKONG-NEW YORK.

## AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA PORTS AND SUEZ  
CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST.)

S.S. "ATHOLL" ... About 30th November.

For freight and further information apply to SHEWAN TOMES & CO.,  
GENERAL AGENTS. 16

Hongkong, 19th November, 1907.

HAMBURG-AMERIKA LINIE  
PASSENGER SERVICE.

BY the new steamers, "RHENANIA," "HABSBURG" and "HOHENSTAUFEN." These  
steamers offer to the public the highest comfort yet attained in ocean travelling. They  
have very large cabins, provided WITH ONLY LOWER BERTHS. The cabins are  
amplified and fitted with furniture, Laundry and Board. Doctor and Stewardsess carried.  
These steamers call at PLYMOUTH homeward, at SOUTHAMPTON outward and at  
NAPLES in both directions.

In addition to these boats, the steamers "SCANDIA" & "SILEZIA" carry first-class passengers  
Return tickets issued at reduced rates available for two years. Through tickets to be  
had to New York via Naples, Southampton or Hamburg.

## OUTWARD.

FOR SHANGHAI, KOBE, YOKOHAMA.

SCANDIA ... 3rd December.

HAESBURG ... 22nd December.

RHENANIA ... 21st Jan., 1908.

## FREIGHT SERVICE.

## NEXT SAILINGS OUTWARD.

DORMUND ... FOR SHANGHAI, KOBE & YOKOHAMA ... 3rd Dec.

SCANDIA ... FOR SHANGHAI, KOBE & YOKOHAMA ... 3rd Dec.

C. FERD. LAEISZ ... FOR SHANGHAI, KOBE & YOKOHAMA ... 14th Dec.

## NEXT SAILINGS HOMEWARD:

via STRAITS, COLOMBO AND ADEN.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN,  
LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, THIRIST, GENOA, PORTS in the  
LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS,  
Also via Aden or Port Said by the "ARABIC PERSIAN SERVICE" to Arabian and  
Persian Gulf Ports.

BRIGAVIA ... MARSEILLES, ANTWERP & HAMBURG ... 29th Nov.

SILEZIA ... NAPLES, LISBON, HAVRE & HAMBURG ... 11th Dec.

SEGOVIA ... HAVRE & HAMBURG ... 11th Dec.

SCANDIA ... NAPLES, HAVRE & HAMBURG ... 23rd Dec.

C. FERD. LAEISZ ... HAVRE & HAMBURG ... 24th Jan. 08

HABSBURG ... NAPLES, HAVRE & HAMBURG ... 30th Jan. 08

\* Special attention of intending Passengers is drawn to the splendid accommodation of this  
Steamer. Saloon and cabins midship. Lighted throughout by electricity. Duly qualified  
Doctor and stewardsess carried. Laundry on board. 12

## NORTHERN PACIFIC LINE.

## BOSTON STEAMSHIP COMPANY.

## CONNECTING AT TACOMA WITH

## NORTHERN PACIFIC RAILWAY COMPANY.

## PROPOSED SAILINGS FROM HONGKONG FOR

## VICTORIA, B.C. AND TACOMA

## VIA

## MOJI, KOBE AND YOKOHAMA.

Steamer	Tons.	Captain	Sailing Date.
---------	-------	---------	---------------

TREMONT ... 9,806 T. W. Garlick ... On 10th December.

SUVEREIGN ... 6,232 W. Shotton ... On 4th January, 1908.

KUMBERG ... 6,232 Cowley ... On 28th January, 1908.

SHAWMUT ... 9,806 E. V. Roberts ... On 21st February, 1908.

† Cargo only.

## CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND

## CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSE.

\* The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior  
Accommodation for First and Second Class Passengers. The large size of these vessels ensures  
steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carrier  
in cold storage.

## PARCEL EXPRESS TO THE UNITED STATES &amp; CANADA.

For further information apply to DODWELL & CO., LIMITED,  
GENERAL AGENTS.  
QUEEN'S BUILDINGS. 7

Hongkong, 19th November, 1907.

## VESSELS ON THE BERTH

EASTERN AND AUSTRALIAN STEAM-  
SHIP COMPANY, LIMITED.

For SYDNEY AND MELBOURNE,  
Callings at TIMOR, PORT DARWIN, and  
QUEENSLAND PORTS, and taking through  
Cargo to ADELAIDE, NEW ZEALAND,  
TASMANIA, &c.

## THE Steamship

## "EASTERN."

Captain McArthur, will be despatched as  
above TO-MORROW, the 30th inst., at Noon.  
This well-known Steamer is specially fitted  
for Passengers, and has a Refrigerating Cham-  
ber, which ensures the supply of Fresh Provi-  
sions, Ice, &c., throughout the voyage.  
This Steamer is installed throughout with  
the Electric Light.

A Stewardsess and a duly qualified Surgeon  
are carried.

N.B.—To assure the additional comfort of  
passengers the steamers of the Company have  
electric fans fitted in staterooms.

For Freight or Passage, apply to  
GIBB, LIVINGSTON & Co.,  
Agents.

Hongkong, 4th November, 1907. 1767

FOR NEW YORK VIA PORTS AND  
SUEZ CANAL.

(With liberty to call at the Malabar Coast.)

## THE Steamship

## "SCHUYLKILL."

Captain Anderson, will be despatched as  
above on or about the 10th December.

For Freight, &c., apply to  
STANDARD OIL CO. OF NEW YORK,  
Oriental Freight Department,  
(Hotel Mansions).  
Hongkong, 13th November, 1907. 171

## TOYO KISEN KAISHA.

## SOUTH AMERICAN LINE.

Regular Steamship Service between Hongkong  
CALLAO AND IQUIQUE VIA JAPAN  
PORTS (Kobe and Yokohama).  
With option to Call at Mexican and other  
Coast Ports.</



PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	DELTA	About 29th Nov.	Freight and Passage.
LONDON VIA USUAL PORTS	DEVANHA	Noon, 30th Nov.	See Special of Call.
SHANGHAI, MOJI, KOBE	PESHAWAR	About 1st Dec.	Freight only.
LONDON AND ANTWERP	NORE	About 4th Dec.	Freight and Passage.
SHANGHAI, MOJI, KOBE	NILE	About 8th Dec.	Freight only.

For further Particulars, apply to

E. A. HEWETT,

Superintendent.

Hongkong, 25th November, 1907.

CHINA NAVIGATION CO.,  
LIMITED.

FOR	STEAMERS	TO SAIL
NINGPO and SHANGHAI	"HUNAN"	On 1st Dec, 4 P.M.
SWATOW and SHANGHAI	"SHAOHSING"	On 4th Dec, 4 P.M.
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COCK TO WYN, CAIRNS, SYDNEY, NEW ZEALAND, STON, NEW ZEALAND, MELBOURNE, ADELAIDE, and PERTH	"CHANGSHA"	On 4th Dec, 4 P.M.
SWATOW and SHANGHAI	"HOIHOW"	On 6th Dec, 4 P.M.
SWATOW and SHANGHAI	"KASHING"	On 10th Dec, 4 P.M.
SWATOW and SHANGHAI	"YOHOW"	On 14th Dec, 4 P.M.
SWATOW and SHANGHAI	"KIUKLANG"	On 14th Dec, 4 P.M.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivaled Table. A duly qualified surgeon is carried.

Taking Cargo on through bills of lading to all Yangtze and Northern China Ports. Taking Cargo and Passengers at through rates or all New Zealand Ports and other Australian Ports.

For Freight or Passage, apply to—

BUTTERFIELD &amp; SWIRE,

Hongkong, 25th November, 1907.

AGENTS

NORDDEUTSCHER LLOYD. BREMEN.  
IMPERIAL GERMAN MAIL  
LINES.

FOR	STEAMERS	TO SAIL
NAPLES, GENOA, ALGIER, GIBRALTAR, SOUTHAMPTON, ANTWERP & HAMBURG	"PRINZESS ALICE"	Wed'day, 4th Dec, at Noon.
SHANGHAI, NAGASAKI, KOBE, MANILA, NEW GUINEA, BRISBANE, SYDNEY & MELBOURNE	"YORCK"	About Wed'day, 4th Dec.
KUDAT and SANDAKAN	"PRINZ SIGISMUND"	Thursday, 5th Dec, at 5 P.M.
EUROPE VIA PORTS OF CALL	"BORNEO"	Middle of Dec.
	"SACHSEN"	About Wed'day, 25th Dec.

For further Particulars, apply to

NORDDEUTSCHER LLOYD.

MELCHERS &amp; CO.

GENERAL AGENTS, HONGKONG &amp; CHINA.

Hongkong, 23rd November, 1907.

CANADIAN PACIFIC RAILWAY  
COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF UNDER 11 days Across the Pacific to the "EMPERESS LINE." Saving 5 to 10 days' Ocean Travel.

11 DAYS YOKOHAMA to VANCOUVER.

15 DAYS HONGKONG to VANCOUVER.

Proposed Sailings. (Subject to Alteration).

R.M.S.	Tons	Leave Hongkong	Arrive Vancouver
"EMPERESS OF CHINA"	6,000	THURSDAY, 19th Dec.	6th Jan.
"EMPERESS OF INDIA"	6,000	THURSDAY, 18th Jan.	3rd Feb.
"MONTEAGLE"	6,163	WEDNESDAY, 29th Jan.	22nd Feb.
"EMPERESS OF JAPAN"	6,000	THURSDAY, 15th Feb.	2nd March
"EMPERESS OF CHINA"	6,000	THURSDAY, 12th March	30th March
"EMPERESS OF INDIA"	6,000	THURSDAY, 9th April	27th April

"EMPERESS" Steamers will depart from HONGKONG at 4 P.M.

Intermediate Steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Co.'s NEW PALATIAL "EMPERESS" Steamships, 24,500 tons register. The through transit to LIVERPOOL being 22 days from YOKOHAMA and 29 days from HONGKONG.

Hongkong to London, 1st Class ..... via St. Lawrence River Lines or New York \$71.10  
Intermediate on Steamers ..... \$40. " " \$42.  
and 1st Class Railways .....

First Class rates include cost of Meals and Berth in Sleeping Car while crossing the American Continent.

R.M.S. "MONTEAGLE" carry Intermediate passengers only, at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL RATES (First Class only) granted to Missionaries, Members of the Naval Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. CREADDOCK, General Traffic Agent for China, Corner Pedder Street and Praya opposite Blake Pier.

REGULAR HONGKONG-CANTON LINE OF STEAMERS.

OF THE COMPAGNIE FRANCAISE DES INDES ET DE L'EXTREME ORIENT

S.S. "PAUL BEAU", 1,900 tons, 14 knots.  
S.S. "CHARLES HARDOUIN", 1,900 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line. Departure from Hongkong 9.30 P.M. (SUNDAYS excepted). Departure from Canton at 5.15 P.M. (SUNDAYS excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine. The Company's Wharf is at the end of Wing Lok Street (Tram Station). Canton Agents: Messrs. E. Pasquet & Co. For further particulars, please apply to—

HABRETO &amp; CO.

Agents.

## JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIKINI	JAVA	First half of Dec.	JAPAN	First half of Dec.
TJIPANAS	JAVA	First half of Dec.	JAVA PORTS	First half of Dec.
TJILWONG	JAPAN	Second half of Dec.	JAVA PORTS	Second half of Dec.
TJIMAH	JAPAN	First half of Jan.	JAVA PORTS	First half of Jan.
TJIBODAS	JAVA	First half of Jan.	JAPAN	First half of Jan.
TJILATJAP	JAPAN	Second half of Jan.	JAVA PORTS	Second half of Jan.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-India ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

Yok. Buildings, 1st Floor.

Hongkong, 28th November, 1907.

## OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN  
HONGKONG, SOUTH CHINA COAST PORTS  
AND FORMOSA.PROPOSED SAILINGS FROM HONGKONG—  
SUBJECT TO ALTERATION.

FOR	THE CO.'S S.S.	LEAVING
<p>* TAMSUI VIA SWATOW { "JOSHIN MARU" } SUNDAY, 1st Dec.,  AND AMOY Capt. H. B. SMITH at 9 A.M.</p>		
<p>* These Steamers have excellent accommodation for First and Second Class Passengers, and are fitted throughout with electric light. First-class Saloon Amidships. Unrivalled Table.</p>		
<p>† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.</p>		
<p>For Freight, Passage, and further information, apply at the Company's local Branch Office</p>		
<p>Second Floor, No. 1, Queen's Buildings.</p>		
<p>Hongkong, 27th November, 1907.</p>		<p>T. ARIMA, Manager. 14</p>

## PASSENGER SEASON 1908.

IN 25 DAYS TO ITALY  
BY THE  
MAGNIFICENT N.D.L. LINERS:

	Tons Reg.	
"BUELOW"	8,000	ON MARCH 11TH.
"PRINZ LUDWIG"	9,630	ON MARCH 25TH.
"PRINZESS ALICE"	10,911	ON APRIL 8TH.

CALLING AT NAPLES, GENOA, GIBRALTAR AND SOUTHAMPTON TO  
LAND PASSENGERS.

Early booking recommended.

For Particulars, apply to—

MELCHERS &amp; CO.

Hongkong, 19th August, 1907.

General Agents.

## THOS. COOK &amp; SON,

ESTABLISHED 1841.

TOURIST, STEAMSHIP &amp; FORWARDING AGENTS, BANKERS, ETC.

TICKETS ISSUED TO ALL PARTS OF THE WORLD.

BAGGAGE COLLECTED, SHIPPED AND FORWARDED AT LOWEST RATES.

FOREIGN MONIES EXCHANGED.

LETTERS OF CREDIT and CIRCULAR NOTES ISSUED.

Full information on Application.

Head Office for the Far East—

16, DES VEUZ ROAD,  
HONGKONG.

Japan Office—

14, WATER STREET,  
YOKOHAMA.MEN-OF-WAR ON THE CHINA AND  
JAPAN STATION.

AUSTRIAN.

Kaiser Franz Josef I. Austrian cruiser, 4,300.

Capt. Ferdinand Bissler, Northern Waters.

FRENCH.

Albatros, river gunboat, Lieut. Millet, Cochinchina.

Cuirassier.

Argus, gunboat, 123 tons, guns, 500 h.p.

Lieut. Jeannel, Canton.

Carondelet, gunboat, Lieut. Kerschel, Saigon.

Dido, gunboat, 85 tons, 10 guns, 1,000 h.p.

Lieut. Comdr. L'Est, Haiphong.

D'Entrecasteaux, French cruiser, 8,000, Capt.

Treason, Shanghai.

Esturgeon, submarine, Saigon.

Henri Riviere, gunboat, Lieut. Portier, Haiphong.

Jacquin, river gunboat, Lieut. Le Corollé, Annam-Tonkin, reserve.

Javeline, destroyer, 330 tons, 7 guns, 300 h.p.

Lieut. Ragot-Duvau, Saigon.

Kerolan, gunboat, 125 tons, 6 guns, 2300 h.p.

Comdr. Simon, Saigon.

Lynx, submarine, Lieut. Ambruster, Saigon.

Montcalm, cruiser (Flagship of Vice-Admiral).

Richard, Commander in Chief, 3700 tons.

12 guns, 19,500 h.p., Capt. Martel.

Monsieur, destroyer, Lieut. Duchemin, Baie d'Along.

Oly, gunboat, Lieut. Grollier, Yangtze.

Pelho, gunboat, Lieut. Marchand, Tongku.

Perle, submarine, Saigon.

Pistole, destroyer, Lieut. de Reinsch, Werth.

Baie d'Along.

Protos, submarine, Lieut. Glorienz, Saigon.

Rapier, destroyer, 330 tons, Lieut. Vincent de.

Brichignone, Saigon.

Redoubtable, battleship, (in reserve) 9347 tons,

8 guns, 6071 h.p., Rear Admiral de.

Marolles, Saigon.

Sabre, destroyer, 330 tons, Lieut. Mallies.

Styx, armoured gunboat, 1790 tons, 10 guns,

1700 h.p., Dao, Saigon.

Surprise, gunboat, 625 tons, 2 guns, 900 h.p.

Lieut. Rogers, Haiphong.

Taking, gunboat, Yangtze.

Takou, destroyer, Com. Terquema, Saigon.

Vanban, torpedo-depot (reserve), 6150 tons, 23

guns, 4530 h.p., Hongay.

Vigilant, gunboat, 123 tons, 7 guns, 500 h.p.

Lieut. Brugnon, Canton.

## GERMAN.

Furor Bismarck, (flagship), 11,070 tons, 36 guns,

14,000 h.p., Komr. Admiral Brouning,

Taichang.

Illis, gunboat, 1000 tons, 10 guns, 1300 h.p.

Captain Kiesel.

Jaguer, gunboat, 900 tons, 10 guns, 1300 h.p.

Commander Klob, Yangtze.

Leipzig, cruiser, Commandant von Rothkorch.

Pantheon.

Luch, gunboat, 850 tons, 10 guns, 1344 h.p.

Commander Hartog.

Niobe, cruiser, Commandant Witschel.

Thetis, cruiser, 2630 tons, 24 guns, 8100 h.p.

Captain Glatzel.

Tiger, gunboat, 900 tons, 10 guns, 1310 h.p.

Commander V. Abeken.

Teintant, gunboat, 170 tons, 5 guns, 1310 h.p.

Lieut. Brehmer.

Vaterland, gunboat—tons, 3 guns, 500 h.p.

Lieut. de Spesselt.

## ITALIAN.

Vesuvio, cruiser, 2,145 tons, Baron de Sialat.

Pierro, Shanghai.

## PORTUGUESE.

Rio Lima, cruiser, 720 tons, 7 guns, Macao.

## UNITED STATES.

Ararat, gunboat, Ensign R. E. Riggs com-

manding, Cavite.

Bainbridge, torpedo-boat destroyer, 420 tons,

Lt. C. H. Woodward commanding.

Barry, torpedo-boat destroyer, 420 tons, Lt. A.

E. Watson commanding, Manila.

Callao, gunboat, 600 tons, Ensign Gay. Whit-

lock commanding, Manila.

Chastanaga, cruiser, 5100 tons, Commander

Alex. Sharp, Yangtze.

Cincinnati, cruiser, 3213 tons, Commander

J. M. Robinson, Amoy.

Colorado, armoured cruiser, 13,500 tons, Captain

Sidney A. Stanton.

Concord, gunboat, Commander Boush,

Manila.

Eloaso, gunboat, 630 tons, Lt. Commander

J. L. Jayne, Hongkong.

Galveston, cruiser, 3100 tons, Commander

W. G. Cutler, Okinawa.

Helen, gunboat, 1287 tons, Commander J. G.

Gillespie, Manila.

Maryland, armoured cruiser, 13,500 tons, Capt.

John B. Ingersoll.

Monadnock, monitor, in reserve, Lt. Comm-

ander J. L. Parcell, Cavite.

## NOTICES TO CONSIGNEES

INDO-CHINA STEAM NAVIGATION  
COMPANY, LIMITED.FROM CALCUTTA, PENANG AND  
SINGAPORE.

THE Company's Steamship

"KUTSANG,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M., the 29th inst., will be landed at Consignees' risk and expense.

No Fire Insurance will be effected. Bills of Lading will be countersigned by

JARDINE, MATHESON &amp; Co., Ltd.,

General Managers.

Hongkong, 27th November, 1907.

18

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ REGENT LUITPOLD,"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before Friday, the 29th inst., at 6 P.M.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 30th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 30th inst., at 9.30 A.M.

All Claims must reach us before the 4th December, or they will not be recognised.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHER LLOYD,  
MELCHERS & Co.,  
Agents.

Hongkong, 24th November, 1907.

5

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

THE STEAMSHIP "EROLL"

FROM GLASGOW, LIVERPOOL AND  
STRAITS.

CONSIGNEES OF Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, which and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 3rd Dec. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 29th Dec, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 3rd Dec., at 3 P.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by

DODWELL &amp; Co., Ltd.,

Agents.

Hongkong, 26th November, 1907.

1883

S.S. "TOURANGE"

COMPAGNIE DES MESSEAGERIES  
MARITIMES.

NOTICE

CONSIGNEES OF Cargo from London

ex.s.s. "Dardanos" and "Mistral" from Havre ex.s.s. "Mistral" from Bordeaux ex.s.s. "Ville de Lorient" in connection with the above Steamer are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risks into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery



